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€ DRAG RACING'S COMPLETE MAGAZINE

\$1.00 02021 JUNE 1977



CAR CRAFT

ALL-STAR TEAM
READERS' SWEEPSTAKES

NEW TRICKS
FOR AUTO TRANS

CHEVY GASKET GUIDE

SUPERCARS OF THE 70'S?

TRUCKS!

BATTLE OF THE BIG-BLOCKS:

454 CHEVY vs.

440 DODGE vs.

460 FORD

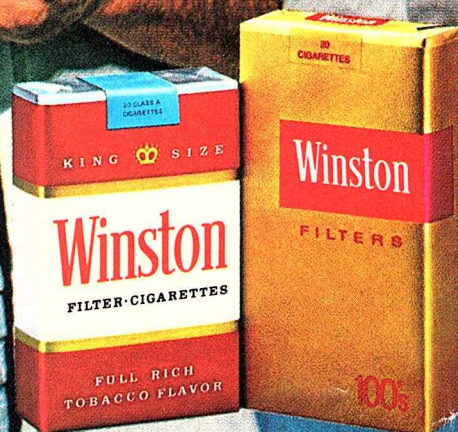


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Don't tell me taste isn't everything.

I expect one thing from my cigarette.
Taste. And only Winston gives me the taste
I like. Winston is all taste all the time.
And for me, taste is everything.



Warning: The Surgeon General Has Determined
That Cigarette Smoking Is Dangerous to Your Health.

Winston King Winston 100's.

Take a spin on our new fully automatic turntable. And leave the direct driving to us.

With Sony's new PS-4300, you just sit back and enjoy the ride. Wherever the record takes you.

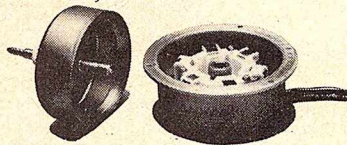
That's the blissful simplicity of a fully automatic turntable.

But the PS-4300 is more than purely practical. We like to think of it as a model union: combining the convenient and the complex.

It is a profoundly engineered machine, with intelligent design slashing through down to the smallest detail.

We gave brushes the brush.

The motor that powers the PS-4300 is brushless and slotless. Direct drive, if you will.



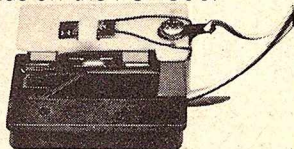
This deceptively simple construction makes for a smooth-running motor with less friction and noise than traditional DC motors. And it eliminates cogging.

What's more, this smooth-running motor is monitored by a smoothly-engineered 8-pole magnetic pick-up head. And our magnetic speed sensor works through an intricate electronic feedback system; driving the platter directly—without a jumble of belts and pulleys getting in the way.

So our torque is not a turkey, and we've got low wow and flutter and high speed stability to boot.

An electric eye. For your ear.

Hands off the PS-4300!



Our optical sensing system automatically returns the arm when your record is over.

Optical sensing is light years ahead of the conventional mechanical linkage. Eliminating the pressure and distortion you'd ordinarily get at the end of a record.

A tone-arm that's a strong arm.

Now we're not calling anyone clumsy. But there is the chance you



might make a mistake and grab hold of the tone-arm while it's in motion.

That's why the PS-4300 has a tone-arm that's more than just statically balanced. It comes with a protective clutch device. (The only clutch you'll find on our fully automatic turntable.)

This latching set-up protects your arm against too much strain.

Moving from arms to feet, ours are designed to cut feedback. They're rubber-soled: suspended by cup-shaped rubber shock absorbers.

And they're adjustable, letting you level the turntable. So you might say our feet come with elevator shoes.

Our vibration-reducers are great shakes.

Sometimes the cabinet itself can vibrate—distorting what comes out of it.

Not so with the PS-4300.

Our cabinet is built out of a material with a low Q. Low Q materials hardly vibrate, and nobody watches their P's and Q's like Sony.

Even our platter has been undercoated with a damping material.

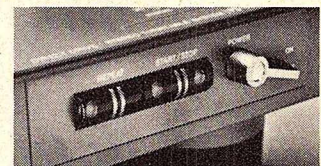
And what looks like a bad case of

acne on our record mat is a series of bumps that provide an air cushion and absorb vibration.

An exercise in self-control.

You can see that we've covered just about everything when we created the PS-4300.

Even the cover. Our dust cover is ingeniously simple. When closed, it leaves the controls accessible.



And what controls they are! One-touch, LED-indicated switches for start/stop and repeat.

One light tap starts everything going, while your record, under the dust cover, is in splendid isolation.

So if what you're looking for is an unmatched fully automatic direct drive turntable, drive on over to Sony.

SONY®

inside...

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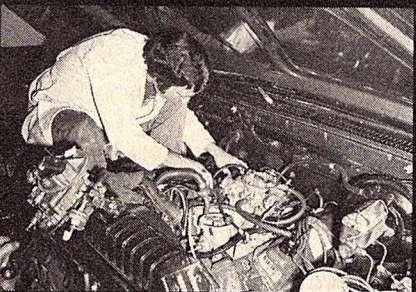
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30. Judging by the rollbar and the tire smoke, you'd swear this was a Sixties-style supercar. It is, but the body happens to belong to a '77 pickup truck. We assembled three of the manufacturers' heaviest hitters at Irwindale Raceway for an impromptu face-off which proved that Detroit, like drag racers, can find loopholes in any rules.



48. When Competition Editor Jon Asher announced that he wanted to take his driving off the road, he was greeted with universal apathy. After all, Asher has driven off the ends of more dragstrips than we can remember. In spite of his rampant fear of heights, Asher has persisted with his mile-high 4-wheel-drive fantasy. Edelbrock technician Curt Hooker threw himself into the fray with abandon; unfortunately, someone stole his ladder, and he remained trapped in the engine compartment for several days.



66. Asked his opinion of the weather provided by the Gainesville Chamber of Commerce for the NHRA Gatornationals, Neil Britt, a photo-journalist associated with a little-known eastern publication, responded thusly. Or maybe this was his reaction to the news that his first assignment from his new employer, a little-known western publication, was to write a definitive history of the landau top in hot rodding.

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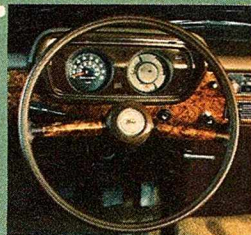
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A tough new way to go truckin'...

Unbeatable gas mileage.

41/28 MPG

Based on EPA estimates, no other pickup in America gets better gas mileage ratings than Courier. With the 1.8 litre engine and optional 5-spd. trans., the EPA estimates 41 mpg hwy., 28 city. (Slightly lower in Calif.) Your mileage may vary due to how and where you drive, truck's condition, and optional equipment.



The all-new Courier is coming on strong. For '77, Courier gives you unbeatable gas mileage! The biggest engine in its class! More new options and new interiors! Plus the popular Soft Ride Package and 5-speed transmission options. And that's not all.

For '77, Ford offers an industry exclusive: The Free Wheeling Courier option. A tough machine that gives you the works: from Accent Tape Stripes, GT Bar, Push Bar, Fog Lamps to Wide-Oval Tires and Cast Styled Aluminum Wheels.



Free Wheeling Courier

**More new
options.**

**Biggest engine
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Courier's optional 2.3 litre engine is the largest engine available in any compact pickup.



Courier now offers a new 7-foot bed, sliding cab back window, radial tires, and more.



All new interiors.



Courier's new XLT option offers a stylish exterior plus a new level of interior comfort in a compact truck.



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The Family



of Stones.

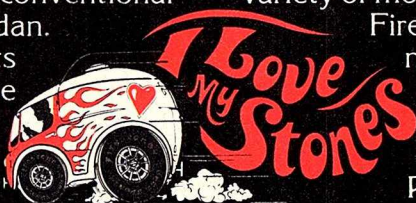
Here's the new family of Firestones, but they're not exactly for the family car. These are high performance tire Stones, all related by their Super Sports™ name, and now available in 50, 60 and 70 series profiles for your unconventional pickup, van or custom sedan.

Outside, Super Sports Stones have an aggressive tread, plus, raised white letters...bold enough to stand out, tough enough

to resist those unavoidable curb scuffs. Inside, they offer a strong, smooth-riding, polyester cord body.

These common features in the Super Sports family make for an uncommon variety of mounting combinations. And, Firestone's price leaves you money to buy the custom wheels to match.

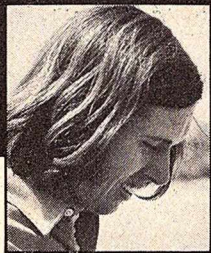
Super Sports...
Stones by Firestone.
Prices start as low as \$33.*



Firestone

*A70-13 plus \$1.96 FET and your old tire, through August 31, 1977. Prices good at Firestone stores and participating dealers.

point of view



Z-WHIZ: NOTES FROM THE UNDERGROUND

In the late Sixties, there was a film which attracted a considerable cult following on the campuses. Simply titled "Z," it was a strange bit of cinema which seemed to fit the times. A caustic tale of political assassination, dark conspiracies and deceitful governments, it seemed a tidy parable of the sordid side of American politics. Following the murder of a popular minister of government, the resistance adopted a lone symbol: Z, meaning "he lives."

Now film criticism and road tests aren't the standard fare for this column, but it all relates, if you'll indulge the digression. You see, that very letter had special significance to car enthusiasts of that same era, especially when it was followed by a cryptic assemblage of characters: Z-11, ZL-X, ZL-1 mystery motors—and Z28 Camaros. It is this last item with which we are concerned.

An admission: I missed out on the original Z28. Too much time spent in dark theaters and on bright streets crusading to save the world precluded owning one of these factory-built pseudo-racers—that, and a total lack of monetary means. I recall, though, a '67 Z28 which occupied a desolate parking lot out behind the library. It lived there in splendid seclusion, its owner exchanging the convenience of nearby parking for pristine Marina blue flanks unblemished by the assaults of overzealous door openers. That spoiled and striped creation seemed to my sophomore mind the very kernel of all things good and true in automobiles.

By the time I could reasonably consider actually owning such a creation, they weren't worth consideration. The Z remained—now bloated to foot-high decals on the deck lid—but the heart was gone. It was as if Chevrolet's designers had become more shrill in their insistence that the Z28 survived even as the special engines, suspensions and exhaust systems were unrelentingly killed by government edicts. (You do see how all this relates, don't you?)

Therefore I took grave misgivings along with my camera case into the elevator for the descent into the subterranean catacombs of Petersen Publishing's garages. And there, with the same

unabashed delight that must have accompanied the unearthing of the Dead Sea Scrolls, I uncovered the '77 Z28.

For all appearances, the unmarked metallic brown hardtop was just another comatose commuter piece. In the darkness, the air dams were barely discernible—the chin spoiler already shattered by some other publication's excursion into a curb. But firing the engine was a revelation: the deep-throated rumble which caromed off the pillars and ventilator shafts was as alien to the late Seventies as Woodstock and cheap gasoline.

A semi-controlled power slide out of the garage and a 5500-rpm romp down La Cienega Blvd. later, there was no doubt that the car was an authentic descendant of the blue '67 behind the library building.

By the time that brown Camaro departed two weeks later, it had been universally proclaimed the finest test car to fall into our hands in the last five years. Now understand that this was a very special example: Chevrolet left a notebook full of work orders in the glove compartment which chronicled the history of this particular piece. Some of them involved its conversion to Z28 specs: "install special ratio rearend;" "install high effort steering;" "install supplied exhaust system." Other work was less routine: "rebalance engine—bad vibration at 3700 rpm" and "install new shift linkage" were typical. And a few hours under the car revealed several other thoughtful touches, like aluminum spacers under the front jounce snubbers and two 1/8-inch holes in the resonator chambers. The apparent purpose of these endeavors was not to snow the automotive press, but to impress the policy makers. The reason for all this extra care was stated succinctly on one work order: "Management drive this afternoon."

Occasionally, one can glimpse the corporate politics which produce the cars we drive. It's comforting to know that somewhere in GM's Arizona proving grounds there exists an engineering underground which conspires to build automobiles as fine as that brown Camaro. Z—it lives.

—Rick Voegelin



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POLLING PLACE!

1977 ALL-STAR TEAM READERS' SWEEPSTAKES

Hurry, hurry, hurry. Step right up here, folks, and cast your vote for the 1977 *CAR CRAFT* All-Star Drag Racing Team. Yes, sir, this is it, your one and only chance to be a part of history. Just step right behind the curtain over there, young man, mark your ballot, and help determine which individuals and firms will be regarded the best for this year.

Unlike previous All-Star balloting procedures, the '77 team will be chosen by just this one month's voting. Sure, we know you used to sit around for a few weeks pondering your choices, but if you do that this time, you'll not only be doing your favorites a distinct disservice, you'll be depriving yourself of a chance to win one of the big prizes in our now-famous Readers' Sweepstakes. Nineteen prestigious firms have promised gigantic prizes for you readers, and all of them will be given away as a direct result of the balloting for the All-Star Team.

We're going to follow the same game plan we used last year. First, all of the All-Star ballots will be tabulated by an independent accounting firm, and after the votes are counted, all of the ballots will go into the hopper for the giant Readers' Sweepstakes. Sure, there's no purchase necessary, and naturally we'll count photocopies or facsimile ballots for the Readers' Sweepstakes. But while we'll be happy to accept as many entries as you'd like to send in for the Sweepstakes, only one ballot from each individual will be counted towards the actual All-Star Team determination.

We'd love to reveal to you right now just exactly what the prizes for the All-Star winners will be, but we're going to hold that off until the July

issue. While we're holding back, don't you, because the deadline for both voting and Sweepstakes entry is June 30, 1977.

The culmination of the voting and Sweepstakes drawings will, of course, be our 11th Annual *CAR CRAFT* Magazine All-Star Awards Banquet to be held on Friday night,

HOW TO ENTER: Send completed All-Star Ballot or facsimile or the words *CAR CRAFT* MAGAZINE printed on a 3x5 piece of paper, along with your name and address to: *CAR CRAFT* All-Star Ballot, P.O. Box 6271, Torrance, California 90504. Only one entry per envelope will be accepted. The entries must be postmarked no later than June 30, 1977, and received at the proper address by July 10, 1977. Sweepstakes void in Missouri, Washington and wherever else prohibited.

September 2, 1977, at the Indianapolis Convention Center. Despite the increased room that the Convention Center provides for the festivities, we expect an early rush on ticket orders, so we'll let you know the details for obtaining them as soon as possible.

Please remember when you're voting that you should be considering the accomplishments of each individual and firm during the past year, specifically from July 1st of last year until the present. While each of us has our own particular favorites, the All-Star Team is designed to honor those *most deserving*, so please vote accordingly.



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Accel Ignitions,
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and Auto Stick II Automatic
shifter or 4-speed
Competition Plus Shifter
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Tachometer
Set of Side kicks
Assortment of products
One year supply of
cigarettes (21 and over) and
four passes to a Winston
World Series Championship
Race of your choice

TOP FUEL

Yes, there *have* been some changes made. While the All-Star ballot remains short and to the point, please read all the names in each category before voting. Some well-known people have changed classifications since last year's All-Star voting, so keep that in mind. Once again we've selected a maximum of 24 nominees in most of the categories, but in case you don't agree with our choices, we've left a slot for a write-in vote. Remember that you should be basing your votes on the *performance* of the individual since July 1, 1976, not his popularity. Consider each person's record against top flight national event competition, not just his accomplishments during a Sunday afternoon match race.

TOP FUEL DRIVER

- ☐ 1. Jeb Allen (Praying Mantis)
- ☐ 2. Dennis Baca
- ☐ 3. Walt Barbin
- ☐ 4. Gary Beck (Thrush Muffler Spl.)
- ☐ 5. Frank Bradley
- ☐ 6. Terry Capp
- ☐ 7. Ron Correnti
- ☐ 8. Pat Dakin (Rupp & Dakin)
- ☐ 9. Hank Endres (Nirvana)
- ☐ 10. Don Garlits
- ☐ 11. Marvin Graham
- ☐ 12. Clayton Harris
- ☐ 13. Hank Johnson
- ☐ 14. Tom Kaiser (Assay Office)
- ☐ 15. Paul Longenecker
- ☐ 16. R. Gaines Markley
- ☐ 17. Shirley Muldowney
- ☐ 18. Bill Pryor (Jim's Racing)
- ☐ 19. Jerry Ruth
- ☐ 20. Bob Struksnes
- ☐ 21. Richard Tharp (Candies & Hughes)
- ☐ 22. James Warren (Rain For Rent)
- ☐ 23. Lee Weller (Jim & Alison Lee)
- ☐ 24. John Wiebe

☐ 25. _____

TOP FUEL CREWCHIEF

- ☐ 1. Ronnie Capps (Shirley Muldowney)
- ☐ 2. Wes Cerny (Dennis Baca)
- ☐ 3. Roger Coburn (Rain For Rent)
- ☐ 4. Ron Barrow (Don Garlits)
- ☐ 5. Chip Brown (Nirvana)
- ☐ 6. Oz Hay (Ron Correnti)
- ☐ 7. Leonard Hughes (Candies & Hughes)
- ☐ 8. Jerry Johansen (Howard Cam Rat)
- ☐ 9. Jim & Alison Lee
- ☐ 10. Jim Naramore (Jim's Racing)
- ☐ 11. G.L. Rupp (Rupp & Dakin)
- ☐ 12. Joy Struksnes

☐ 13. _____

FUNNY CAR DRIVER

- ☐ 1. Raymond Beadle (Blue Max)
- ☐ 2. Jerry Boldenow (Moby Dick)
- ☐ 3. Gordie Bonin (Bubble Up Spl.)
- ☐ 4. Gary Burgin (Orange Baron)
- ☐ 5. John Collins (Mongoose #2)
- ☐ 6. Ron Colson (Hawaiian)
- ☐ 7. Dale Emery (Mike Burkhardt)
- ☐ 8. Pat Foster (Shady Glenn)
- ☐ 9. Shirl Greer (Chained Lightning)
- ☐ 10. Tom Hoover (Showtime)
- ☐ 11. Tommy Ivo
- ☐ 12. Bill Leavitt (Quickie Too)
- ☐ 13. Jim Liberman (Jungle Jim)
- ☐ 14. John Lombardo
- ☐ 15. Jake Johnston (Pisano & Matsubara)
- ☐ 16. Ed McCulloch
- ☐ 17. Tom McEwen (Mongoose)
- ☐ 18. Mike Miller
- ☐ 19. Eddie Pauling (Lil' Hoss)
- ☐ 20. Bob Pickett (U.S. Marines)
- ☐ 21. Tom Prock (Detroit Tiger)
- ☐ 22. Don Prudhomme (U.S. Army)
- ☐ 23. Dale Pulde (War Eagle)
- ☐ 24. John White (Houston Hustler)

☐ 25. _____

FUNNY CAR CREWCHIEF

- ☐ 1. Randy Allison (Brute Force)
- ☐ 2. Steve Bernd (Tom McEwen)

- ☐ 3. Bob Brandt (Don Prudhomme)
- ☐ 4. Harlan Fagen (Ed McCulloch)
- ☐ 5. Jim Glenn (Shady Glenn)
- ☐ 6. Mike Hamby (War Eagle)
- ☐ 7. George Hoover (Showtime)
- ☐ 8. Terry Howland (Tommy Ivo)
- ☐ 9. Steve Kalb (Gary Burgin)
- ☐ 10. Roland Leong (Hawaiian)
- ☐ 11. Johnny Loper (Lil' Hoss)
- ☐ 12. Robert McNeil (Custom Body Ent.)
- ☐ 13. Glenn Okazaki (Dale Emery)
- ☐ 14. Joe Pisano (Pisano & Matsubara)
- ☐ 15. Pancho Rendon (Detroit Tiger)
- ☐ 16. Harry Schmidt (Blue Max)
- ☐ 17. Jerry Verheul (Bubble-Up Spl.)

☐ 18. _____

FUEL RACING ENGINE BUILDER

- ☐ 1. Bishop & Buehl Racing Engines
- ☐ 2. Keith Black Racing Engines
- ☐ 3. Ed Donovan Engineering
- ☐ 4. Mike Kuhl Racing Engines
- ☐ 5. Milodon Engineering (Don Alderson)
- ☐ 6. Steve Montrelli Racing Engines
- ☐ 7. Don Olson Racing Products
- ☐ 8. Ed Pink Racing Engines
- ☐ 9. John Rodeck Racing Engines
- ☐ 10. Sid Waterman Racing Engines

☐ 11. _____

FUEL RACING SPONSOR

PRO STOCK DRIVER

- ☐ 1. Wally Booth
- ☐ 2. Sonny Bryant
- ☐ 3. Ken Dondero
- ☐ 4. Lee Edwards
- ☐ 5. Bob Glidden
- ☐ 6. Roy Hill
- ☐ 7. Lee Hunter
- ☐ 8. Frank Iaconio
- ☐ 9. Warren Johnson
- ☐ 10. Dave Kanners
- ☐ 11. Dick Landy
- ☐ 12. Larry Lombardo
- ☐ 13. Bobby Marriott
- ☐ 14. Phil Nichols
- ☐ 15. Don Nicholson
- ☐ 16. Gordie Rivera
- ☐ 17. Kevin Rotty
- ☐ 18. Joe Satmary
- ☐ 19. Ronnie Sox
- ☐ 20. Lamar Walden
- ☐ 21. Pat Ulik
- ☐ 22. Brad Yuill
- ☐ 23. Richie Zul

☐ 24. _____

PRO STOCK CREWCHIEF

- ☐ 1. Paul Frost (Stepp & Sox)
- ☐ 2. Wayne Gapp (Gapp & Roush)
- ☐ 3. Bill Jenkins
- ☐ 4. Jon Kaase (Don Nicholson)
- ☐ 5. Paul Kaufman/Etta Glidden (Bob Glidden)
- ☐ 6. Mike Landy (Dick Landy)
- ☐ 7. Rich Maskin (Maskin & Kanners)
- ☐ 8. David Reher/Buddy Morrison
- ☐ 9. Dave Tratechaud (Wally Booth)

☐ 10. _____

PRO STOCK ENGINE BUILDER

- ☐ 1. Booth-Arons Racing Engines (Dick Arons)
- ☐ 2. Sonny Bryant Racing Engines
- ☐ 3. Gapp & Roush Performance (Jack Roush)
- ☐ 4. Gianino Racing Engines (Sam Gianino)
- ☐ 5. Bob Glidden Race Cars (Bob Glidden)
- ☐ 6. Dick Landy Industries (Mike Landy)
- ☐ 7. Reher-Morrison Racing Engines
- ☐ 8. Joe Satmary Racing Engines
- ☐ 9. Truppi-Urevig-Kling Competition (Ralph Truppi)
- ☐ 10. Jenkins Competition (Joe Tryson)
- ☐ 11. Earl Wade Racing Engines

☐ 12. _____

PRO STOCK SPONSOR

PROFESSIONAL CHASSIS BUILDER

- ☐ 1. Attebury Chassis Engineering (Ron Attebury)
- ☐ 2. Ron Butler Racing
- ☐ 3. Chassis Components (Al Swindahl)
- ☐ 4. Competition Engineering (Mike Valerio)
- ☐ 5. Ken Cox Race Cars
- ☐ 6. DeLong Manufacturing (Don Long)
- ☐ 7. H&H Racecraft (Pat Foster)
- ☐ 8. Don Hardy Race Cars
- ☐ 9. Mike Kase Race Cars
- ☐ 10. Lone Star Chassis Company (Tony Casarez)
- ☐ 11. Don Ness Race Craft
- ☐ 12. Sarte Welding (Jaime Sarte)
- ☐ 13. SRD Race Cars
- ☐ 14. S&R Race Cars (Steve Plueger)
- ☐ 15. S&W Race Cars (Walt Weney)
- ☐ 16. M-W Enterprises (Mark Williams)
- ☐ 17. Wolverine Chassis Company (Tom Smith)

☐ 18. _____

PRO COMP DRIVER

- ☐ 1. Joe Amato (BB/FC)
- ☐ 2. Brad Anderson (BB/FC)
- ☐ 3. Jim Archer (A/ED)
- ☐ 4. Dale Armstrong (AA/DA)
- ☐ 5. Ron Bonfanti (AA/DA)
- ☐ 6. Wilfred Boutilier (BB/FC)
- ☐ 7. Brent Bramley (AA/DA)
- ☐ 8. Keith Craig (AA/DA)
- ☐ 9. Jerry Darien (AA/DA)
- ☐ 10. Don Gerardot (BB/FC)
- ☐ 11. Jerry Gwynn (BB/FC)
- ☐ 12. Dale Hall (AA/DA)
- ☐ 13. Doug Kerhulas (AA/DA)
- ☐ 14. Wayne King (AA/DA)
- ☐ 15. Chase Knight (AA/DA)
- ☐ 16. Wayne McMurtry (AA/DA)
- ☐ 17. Derry O'Donovan (AA/DA)
- ☐ 18. Jeff Rapp (AA/DA)
- ☐ 19. Ed Renck (AA/DA)
- ☐ 20. Jimmy Scott (AA/DA)
- ☐ 21. Dave Settles (A/ED)
- ☐ 22. Ken Veney (BB/FC)
- ☐ 23. Walt Weney (AA/DA)
- ☐ 24. Billy Williams (AA/DA)

☐ 25. _____

COMPETITION DRIVER

- ☐ 1. Don Bonfanti (A/ED)
- ☐ 2. Art Carlton (D/A)
- ☐ 3. Don Carlton (B/A)
- ☐ 4. Wayne Clapp (B/D)
- ☐ 5. Gene Dunlap (B/A)

- ☐ 6. Doug Dye (A/ED)
- ☐ 7. Phil Featherston (CC/A)
- ☐ 8. Dennis Ferrara (B/EA)
- ☐ 9. Russ Flagle (B/D)
- ☐ 10. Kevin Geiger (D/D)
- ☐ 11. Kenny Hahn (B/A)
- ☐ 12. John Lingenfelter (B/EA)
- ☐ 13. David Majors (E/A)
- ☐ 14. Raymond Martin (D/A)
- ☐ 15. Jerry Marquart (D/A)
- ☐ 16. Mike McCloskey (B/D)
- ☐ 17. Walt Niesen (B/D)
- ☐ 18. Dan Parker (B/A)
- ☐ 19. Ed Prout (B/A)
- ☐ 20. Richie Rosen (A/ED)
- ☐ 21. Larry Strube (B/D)
- ☐ 22. Harry Weekley (D/D)
- ☐ 23. Joe Williamson (E/A)
- ☐ 24. Steve Woods (CC/A)

☐ 25. _____

MODIFIED DRIVER

- ☐ 1. Jerry Ault (G)
- ☐ 2. John Barth (G)
- ☐ 3. Gary Berg (MC)
- ☐ 4. John Bray (SM)
- ☐ 5. Tony Christian (G)
- ☐ 6. Don Coonce (MP)
- ☐ 7. Doc Dixon (G)
- ☐ 8. Dempsey Hardy (SM)
- ☐ 9. Wally Jacobsen (G)
- ☐ 10. Larry Kopp (MP)
- ☐ 11. Bob Lambeck (MP)
- ☐ 12. Butch Leal (MP)
- ☐ 13. Norman Mayersohn (SM)
- ☐ 14. Paul Mercure (MP)
- ☐ 15. Donn Patrick (G)
- ☐ 16. Cotton Perry (MP)
- ☐ 17. Ronnie Sirianni (SM)
- ☐ 18. Bruce Sizemore (G)
- ☐ 19. Rickie Smith (SM)
- ☐ 20. Jim Stevens (SM)
- ☐ 21. David Surles (G)
- ☐ 22. Bob Thompson (G)
- ☐ 23. Tom Turner (MP)
- ☐ 24. Paul Vanderley (MP)

☐ 25. _____

SUPER STOCK DRIVER

- ☐ 1. Brian Bachelder
- ☐ 2. Dave Boertman
- ☐ 3. Don Bowles
- ☐ 4. Jim Dalrymple
- ☐ 5. Ted Flack
- ☐ 6. Ed Hamburger
- ☐ 7. Terry Hardy
- ☐ 8. Robert Hutchinson
- ☐ 9. Buddy Ingersoll
- ☐ 10. Roy Johnson
- ☐ 11. Judy Lilly
- ☐ 12. Jerry McClanahan
- ☐ 13. Mike McGrath
- ☐ 14. Jim Morgan
- ☐ 15. Jack Mullins
- ☐ 16. Larry Pacey
- ☐ 17. Ray Pacquet
- ☐ 18. Sonny Ray
- ☐ 19. Ted Schindler
- ☐ 20. Ronnie Traffanstedt
- ☐ 21. Jim Van Cleve Jr.
- ☐ 22. Ralph Van Paeppegam
- ☐ 23. Bobby Warren
- ☐ 24. Dave Wren

☐ 25. _____

STOCK DRIVER

- ☐ 1. R.T. Barratt
- ☐ 2. S.E. Buchanan
- ☐ 3. Marcel Cloutier
- ☐ 4. John Dusenberry
- ☐ 5. Tim Ekstrand
- ☐ 6. Glen Erlandson
- ☐ 7. Buck Jednak
- ☐ 8. Chad Langdon
- ☐ 9. Mick Leiferman
- ☐ 10. Scott Main
- ☐ 11. Paul Mayo
- ☐ 12. Don McElroy
- ☐ 13. Cal Method
- ☐ 14. Ron Peters
- ☐ 15. Al Provoast
- ☐ 16. Tom Reider
- ☐ 17. Pam Sanders
- ☐ 18. Jerry Stein
- ☐ 19. Kathy Steinmetz
- ☐ 20. Tom Tereau
- ☐ 21. Jim Waldo
- ☐ 22. Don Wolff
- ☐ 23. Charlene Wood
- ☐ 24. Dave Workman

☐ 25. _____

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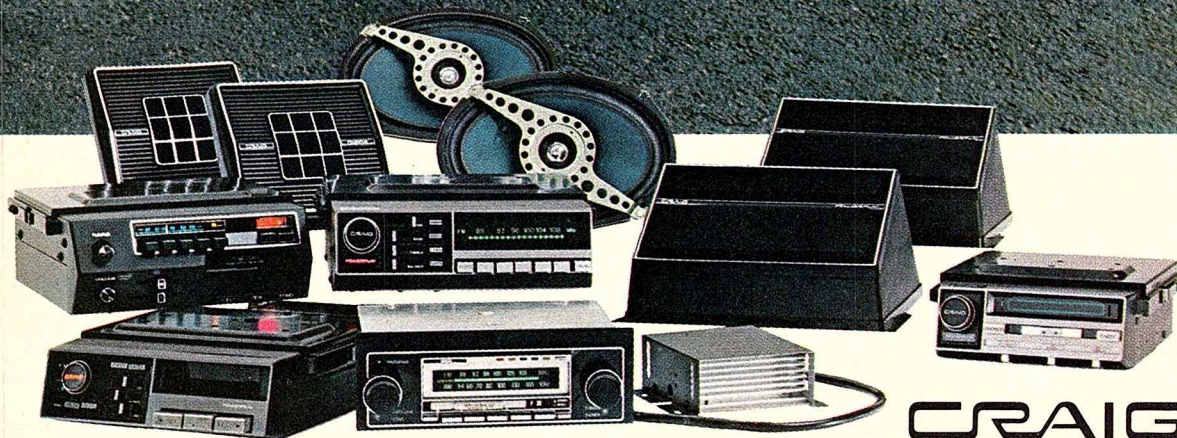
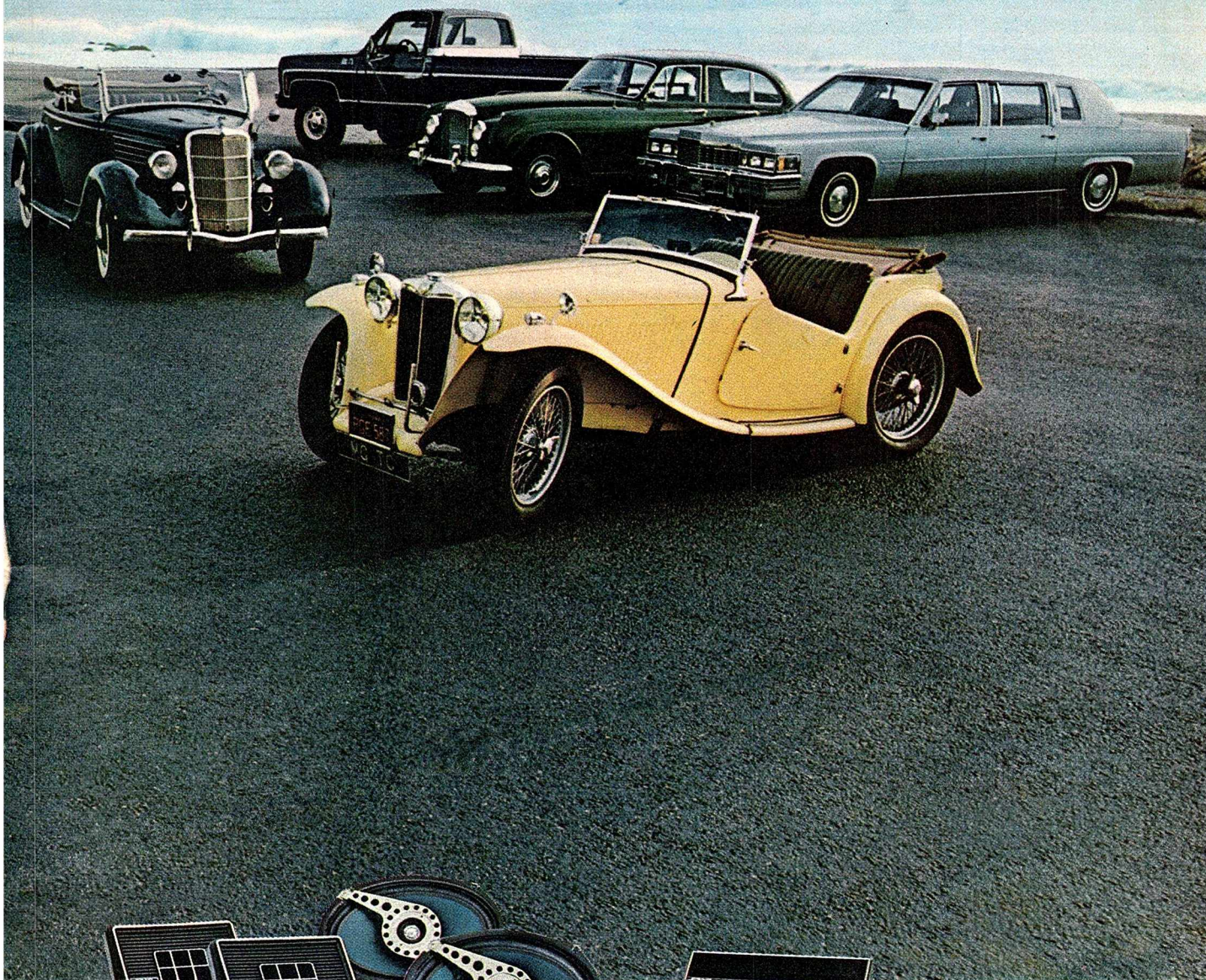
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straight scoop

RAISE THE DRAWBRIDGE,
THEY'RE ARMED TO THE TEETH

A MAN'S HOME IS HIS WASTE GATE. Pontiac's 4-cylinder 151ci engine (a.k.a. the Iron Duke), may be going on a scavenging diet. Socially-speaking, fooling with waste products is no way for royalty to behave. But when this little four-banger rolls out in '79 or '80 with a turbo underhood, you can be sure that its power proclamations will be quite well-respected. We've never heard of a Duke being promoted, but any advancement toward a crown is bound to make the family happy.

THE RIGHT TO BEAR ARMS. With enough cubes between them for three Pro Stockers, the Sox and Stepp Arrow lined up with the Grump's big-block Monza at Englishtown for a run-whatcha-brung, best-of-three bash. Barely able to contain his 495-inch aluminum Rat under a bulging Formula 5000-style scoop, Jenkins' weight-watcher Chevrolet managed to match Sox's 475 inches of Hemi only in top-end clockings. The Burlington Bullet outran the Malvern Magician three straight—and he did so with a string of 8.20s at 165-plus. The Grump, however, reportedly encountered some of the very handling ills that are keeping regular team shoe, Larry Lombardo, away from this particular combination. At this point, it appears that the sevens are well within reach. But we get the feeling that the front-runners are back peddling a little; probably just to let the others take up arms, too.

WELCOME TO THE TWILIGHT ZONE. The recent IH-RA Winter Nationals at Darlington produced a whole slew of 8.20s and 8.30s in Pro Stock, with almost everyone running faster than 160 mph. As predicted, the bracket is an all-out deal, and apparently met with considerable spectator response. We wonder, however, how many of the drivers involved are really experienced enough to survive those kinds of numbers for long.

OUR "I'LL-NEVER-LET-YOU-FORGET-ME" NOTE FOR THIS MONTH. Kelly Brown, once known as the "Un-sinkable," is teaming up with Jim Brissette on a new Top Fuel venture. Brissette's former partner and driver Bob Noice has a new car of his own going together. Noice recently drove Les Leggett's machine on the Salt Flats to some impressive numbers, and Leggett himself is about to go drag racing. He's purchased the ex-Tom Anderson machine, a couple of alloy late-model engines, and is presently driver hunting. Don't call us, call him.

COLOR THEM COMELY. Confused by all those carbon-copy GM small cars? Well, if these new Chevy and Buick X-body trim packages don't clarify matters somewhat, you can always submit auto i.d. tests as an idea for a game show. Chevy's new Monza Mirage package lays on a tardy but trick bicentennial image with a \$520 red, white and blue paint scheme, plus an air dam, a spoiler and fender flares. Maintaining its slightly more subtle image with nothing less than a pseudo-psychedelic Night-hawk, Buick really should have dubbed their new Skyhawk the Electric Chameleon. This latest trim option features full-length iridescent decals which change color as the light shifts. All of these eye-pleasers may not cut down on model confusion, but they'll sure call for steady hands in the body shop at touch-up time.

STOCK LOCKER. Lock, unlock, lock, unlock; it almost sounds like we're doing paranoia drill in anti-burglar school. But graduation, of a sort, comes later this year when some 1978 Mopar small V-8s will be factory-equipped with a full lock-up

torque convertor. Its over-the-counter cost and performance value are both unknown at this time, but the unit's rather large 10 3/4-inch diameter suggests a low stall speed and high dollars. Government money went into the factory efficiency pieces, maybe win money'll come out.

SALTY STEAMER. Remember what they say about trying to boil water in a watched-pot, don't you? Well, we're keeping an eye on a particular new Fiberfab kit car—one which we've become accustomed to seeing powered by everything from rotaries to Rats. It'll be taking to the salt this season in an all-out land speed record attempt, and about the only thing that's certain is that this plasticar's power won't be coming from the pumps. The Aztec 7 kit, when properly assembled, will try to top the present 127.659 mph class record, set in 1906 by a "worked" Stanley Steamer. The sleek "Aztec Steamer" will be powered by a 350 horsepower turbine pirated from a Lear steambus project. And somehow, the turbine and its attending systems are expected to push the plastic to a fantastic 200 mph. We just hope that the pit crew trucks plenty of its own boiler water to Utah, because from what we hear, Bonneville's in a pretty dry part of town.

YOU CAN'T KEEP A GOOD MAN DOWN. With the Jade Grenade gone to that big dragstrip in the sky, it didn't take long for crewchief Bill Flurer to find a home. He's now the crewchief for driver Dodge Glenn on the Frantic Ford flopper. Once disdainful of the plastic machines, Flurer is content in his new position—especially since he's no longer racing on his wallet. After qualifying easily at the Gatornationals, the crew was involved in an early morning highway accident in North Carolina on the way home. The truck was totalled, and the trailer damaged, but no one was injured, and no dates will be missed.

TUBE CITY. The "Champions," a nationally syndicated television program dealing with all facets of the sporting world, recently taped a segment at the Bakersfield March Meet, providing the quarter-mile sport with even more needed air time.

THEY DON'T SEE THE HEADER FLAMES IN THE LAND OF THE MIDNIGHT SUN, but they do see plenty of spectators. There are five drag strips in Sweden, with four of them being converted airfields, and the fifth a sports car track. The 10-race season extends from April through September, and artificial lighting isn't usually required for night running. Surveys conducted indicate that drag racing is the most popular motorsport in all of the Scandinavian countries. One of the Swedish tracks is located 300 miles from Stockholm, the nation's major population center, and yet each time the spectator gates open, 25,000 people come pouring through. Most of the competition is supplied by stock-type cars, with fuelers few and far between. Maybe the retail price of \$13 per gallon for nitromethane is the reason.

Z BOMB. Strange things are happening in San Carlos, Ca., where Scarab Engineering is fulfilling many engine swappers' dreams. The scenario runs like this: Take one Datsun Z car, add a 350 hp small-block Chevrolet, and stand back. The result is something called the Scarab—and what a slick Super Stocker it would make if you talked NHRA into accepting it.

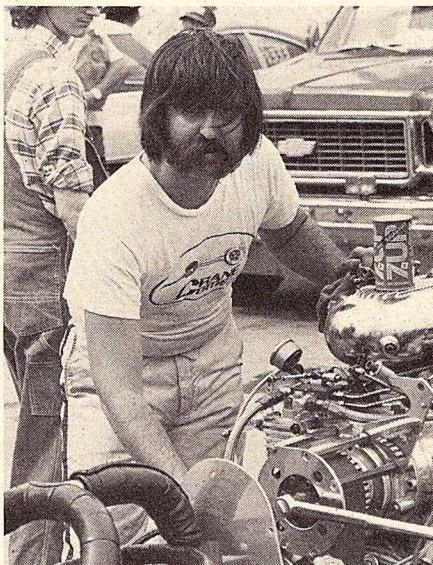
STILL SNOWING IN TEXAS. For those who have been wondering, Gene Snow has not retired, but has been forced to curtail his racing activities considerably due to outside business pressures. He'll continue match racing, but will see only limited action in major event competition.

hi risers

JERRY VERHEUL used to be one of the best kept secrets in drag racing. Now that the Northwest is no longer a media wasteland, and F/C driver Gordie Bonin is running like a rocket, Verheul's name is becoming better known around the pits. Bonin has been sitting behind Verheul-built engines for the past four years, and their investment is finally starting to pay big dividends. At the Bakersfield March Meet they ran in the teens, and one week later, a continent away, they stomped everyone at the Florida Gatornationals with the event's best numbers and an impressive victory. While Verheul's national reputation is just now growing, his local reputation in the Northwest is considerable. He's been the guiding force behind no less than four F/C and two T/F Division VI champions, and was recently voted the Division's Top Professional Mechanic of the Year for the fourth time. During his spare time, Jerry likes to tinker with gas-burning engines for his Renton, Washington neighbor's jet boats, as if he didn't see enough engine innards. Just as Bill Jenkins is the man to talk to if you're building a Chevy, Jerry Verheul is becoming the man to seek out if you're building an aluminum Hemi for nitro racing.

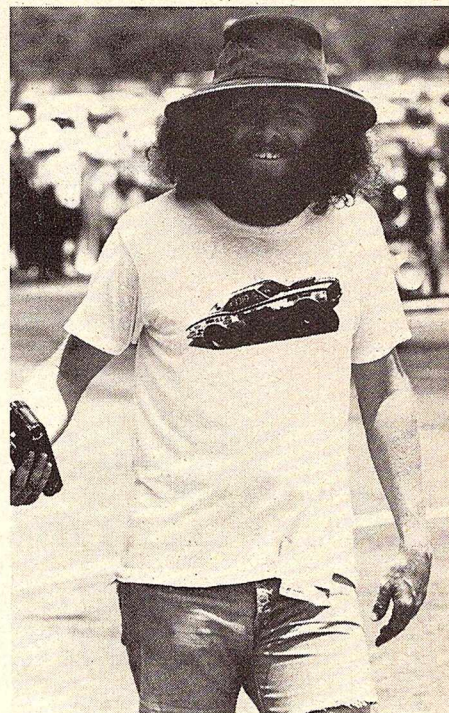


CHASE KNIGHT'S knowledge of race cars is almost as extensive as his facial hair. Once told by an irate fan from Alabama that he'd go faster if he cut his hair, Chase has persisted with his muttonchops—and, much to the chagrin of the Alabamian, is nevertheless going faster. Chase's ride is not a standard, store-bought blown alcohol dragster; it is Al Lidert's turbocharged and supercharged Golden Gator. Despite the mechanical mayhem which such an unconventional race car invites, Knight



has emerged as a major power in Southeastern Pro Comp racing. He virtually owned the eliminator during the winter racing season, and was named Sportsman Driver of the Year in Division II. Weekdays find Chase with a telephone plugged into his ear as he serves as Crane Cams' Product Manager, advising customers on everything from valve springs for '49 Plymouths to asymmetrical camshaft profiles for 10,000-rpm Modifieds. Dragsters are Chase's true love (though second only to his wife Janice), and he is a certified wire wheel fanatic. Evenings spent wrenching on Bob Stratman's dual-engined Chevy dragster leave little time for watching the fish jump in the canal behind his Ft. Lauderdale, Florida home, but that's the way this knight errant of Pro Comp likes it.

TIM MARSHALL'S bewhiskered face and flowing locks have become familiar sights at major drag races from Maine to California. Equally familiar are his credit lines for the best photographs in virtually all of the major monthly publications and weekly journals. Marshall has been aiming his lenses at drag racers almost since the dawn of recorded time, with his first published works appearing in the early Sixties. With the exception of a stint in the Army, Tim has been hard at it ever since. Recently he's taken to attacking a typewriter keyboard with the same verve he does his photography, but he'd much rather concentrate his efforts with his cameras. Marshall's works convey the feeling of being right at the track in the thick of the action; his pictures consistently express perception and clarity. Outspoken in his criticisms, Tim is the consummate professional photographer. He hustles, working as hard as the touring racers he photographs. When it comes to lensmen, they don't come any more dedicated than Tim Marshall.



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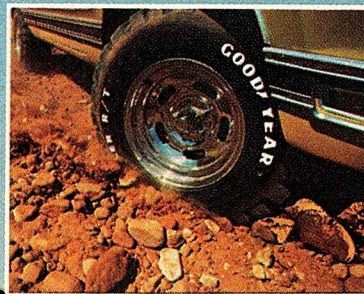
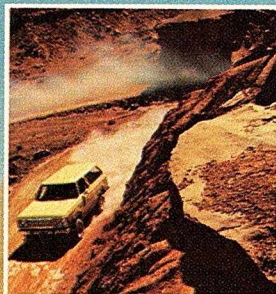
Direction.

"I always wanted to be a police officer. I think it's a chance to help people, and do something beneficial. I enlisted in the Army as an MP because it's a step in that direction. Military police work isn't exactly like its civilian counterpart — which is mainly concerned with law breaking and crime solving. Here, a great deal of our job is security and peace-keeping assignments. But I believe the demands of both jobs are the same. You've got to be committed, and professional. It's hard to be a policeman, from what I understand. This will help."

SP4 Joseph Ockwig, 8th Infantry Division, Bad Kreuznach, Germany

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GOODYEAR

rapping off

Just Plain Folks

Please xquz the speling of this leter. I sit in the back of the clas an I cant see the blackbord to good. Jus wanned to tell you I dont like being inseltd to much. I hav the best an fastes car in our hole town an im gonna bring it to the street machene nashunals an sho you dumez wut a reel street machene looks like. I beat evrybody around here an Im tird of wasting my time racing infearyor cars.

My 283 Impala wuz bult right in the furst plase. I dun all the wurk my own self so i no its dun right. My bigest impruvmint came from thre things. Furst I put in z28 pushrods so the motor will turn faster. Then I inpruvd the ignishun with fire in-jektors an a crome distributer cap. This made it so powerful that sparkz wuz ev-ryware an I had to tape up the wirez to keep em in. Next I chopped out all that junk inside the carberater borz so more air could get thru. So you see not all of us are stewped out here. I have a lot mor triks but Im keeping them sekret. When I sho up at the street machene nashunals im gonna put your crumy projekt cars to shame.

Clyde Hotrench
Atlarge, USA

Dont fergit its our shew an we jus mite not let you in an then you wud miz the speling be.—Ed.

Where's Woodward?

I have frequently read in *CAR CRAFT* that Woodward Ave. is the main street for street racing in Detroit, Mi. I have often cruised the most popular streets in the area, and as far as racing goes, Telegraph is king. I have been on Woodward on Friday and Saturday nights and have seen very few cars, much less action. On Telegraph you can cruise any night and get a decent race. And if you go out on a weekend, the street and establishments are full of rods and street machines. So if you know where these Woodward Ave. boys hang out, would you please let me know?

S.N.
Detroit, MI

Woodward Ave is a state of mind, S.N.—Ed.

Brackets, Classes, Etc.

I am a long-time drag racer and I believe we have a problem that is hurting the sport, but I have what I think might be the solution.

The problem I am speaking about is E.T. racing. There is little incentive for these racers to run faster and they seldom become sportsman drag racers. Bracket racing also discourages many a class racer when it pays more prize money, and his tow truck can often win more money than his race car.

My solution: I propose that NHRA start an amateur eliminator. All cars would be classified in their normal faction with an "A" at the beginning (ASS/B or AC/MP or AB/EA or AB/SA). Let these amateur racers have an index the same as the sportsman, but add up to one and a half seconds or more. Then the racers could dial in less than this one and a half seconds with zero breakout.

Example: Class ASS/K Index 11.23

The racer could have an index of 12.73, and has the option to dial at least this one and a half seconds off his E.T. and end up with an E.T. of 11.23 if he feels that his racer can go that fast.

This would give the bracket racer the incentive to go faster. Also, when the amateur racers get good enough, it would be very easy for them to convert to class racing. I hope you will consider this and any other ideas that racers submit to help NHRA racing. It's a great sport, but there's always room for improvement.

Jerry Davis
Alta Loma, TX

Sounds almost as good as Pro Mod, and you know what happened to that.—Ed.

Street Showdown

Today I picked up *CAR CRAFT* at the corner market and the first thing I turned to was that meet you called a "Street Showdown." I am a Hemi lover and I was very disappointed with the results. Gimbel's Cobra was only a 289, but his business is Cobra Performance. Running 12.94 doesn't sound stock to me. Crocie's Firebird was driven to the track by Ken and Craig Hendrickson, who supposedly never lifted the hood. (They probably did previous work on it.) Now for the big-block Camaro: According to your article it had neither the stock engine or drivetrain in it. For a car to be stock, I thought it had to have the stock engine, trans and rearend.

And what about the Hemi Cuda, a classic? It was the heaviest car there. Not only that, it was completely stock except for

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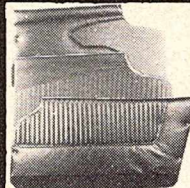
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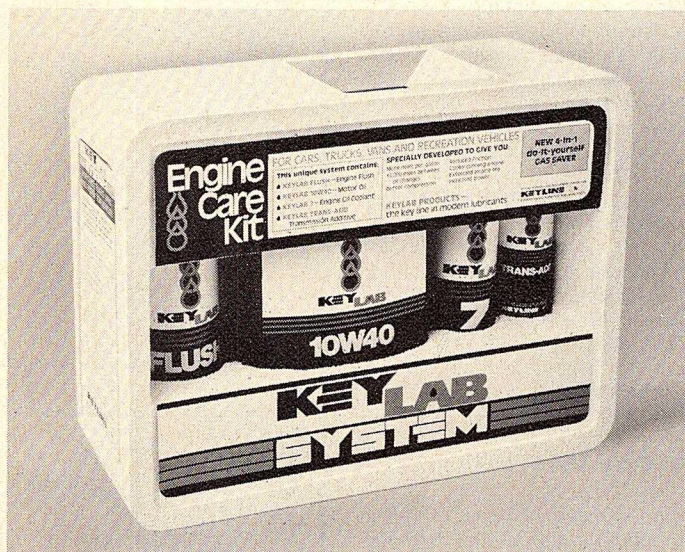
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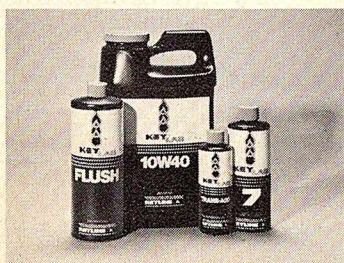
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RAPPING OFF

wheels and headers; a drop in the bucket compared to the others. Was that Hemi running right? Nothing against the man's car; wish I had it but those times don't sound like a Hemi to me. Thanks for letting me share my views.

Hemi Hugger
Orlando, FL

Why didn't you guys use a small-block to blow all that other junk off the track? If you're going to have a street showdown, why leave out the best all-around engine ever built? For my money, it doesn't take a Rat motor to beat a 14-second Hemi.

Mark Draper
Covington, KY

Your "Street Showdown" in the March issue proved once and for all that Chevy, Ford and Chrysler are mere scrap in the presence of a killer Pontiac. Need I say more?

Walt Ruggerio
Dallas, TX

If you would have used a Gran Sport Buick for the Street Showdown, you would have had a clear winner. There hasn't been a story on Buicks since . . .

Kenny Sauter
Hagerstown, MD

How come there weren't any AMC cars in the Street Showdown? Everybody knows that AMC . . .

Rick Witthaus
Elmira, NY

Chevy . . .

Mike Guaring
Sacramento, CA

Ford . . .

Richie Barns
Miami, OH

Chrysler . . .

Ken Ramsey
Reno, NV

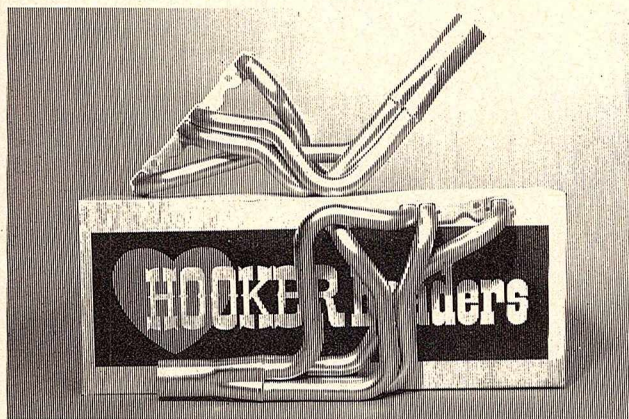
After reading the March issue of *CAR CRAFT*, I can truly say that it is the best single issue of any automotive magazine I've ever seen. The "Street Showdown" article is exactly what people like myself are hungering for. Keep up the good work. The color photos were some of the finest I've ever seen. How about more showdowns with cars like Mach 1's, Vettes, Panteras, Boss 302s and 429s, Z28s, GTOs and try again on that 427 Cobra?

Norm Bush
Winchester, KY

Frankly, we've outgrown the street showdown syndrome, and we're going to move up to bigger and better things. On tap for future evaluation are the lunar lander and assorted re-entry vehicles, an off-road evaluation of the latest military hardware and a comprehensive rotor flog on the new ultra-sonic Gyrocopter designed and built by Professor Ontha Fritz.—Ed.

Nothing is better than something.

It's a fact. Sometimes you're better off leaving well enough alone.



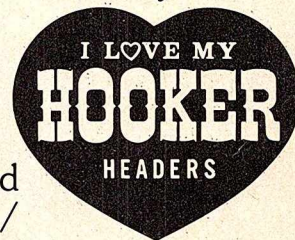
Sure, everyone keeps talking about how much better your stock engine can be. And how the quickest way to a better performing engine is headers.



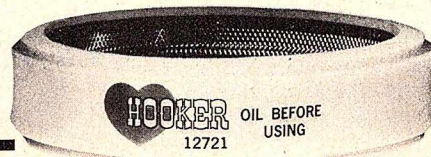
These fiberglass bolt-ons are Hooker's newest styling package. Available now for Firebird, Camaro and Vega

But be careful. There are no bargains in high performance. Saving a few bucks can cost you a lot of horsepower. You might even be better off sticking with your Detroit manifold. At least you will get what you paid for.

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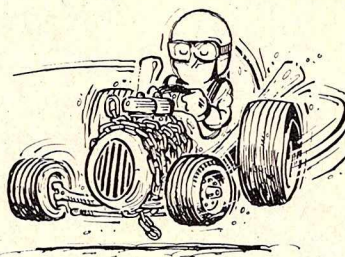
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INSIDE TECHNICAL INFORMATION... by JIM McFARLAND

Readers' inquiries are invited for this column. Unfortunately, no personal replies can be made to letters. CAR CRAFT will publish as many letters, with McFarland's responses, as space permits. Mail letters to TECH TALK, CAR CRAFT Magazine, 8490 Sunset Blvd., Los Angeles, Calif. 90069.

Dear Jim,
I'm building a 390 Ford for oval track "hobby" racing. Will it be safe to use the



stock crankshaft (the engine was made in 1962), and is it a steel crank?

Ronald Judson
Beaumont, TX

Up to 1965, all of the Ford FE engines were produced with iron crankshafts. If you plan on keeping the engine below 7000 rpm, a balanced and properly clearanced iron crank will work fine for what you are suggesting. In addition to this, the iron cranks will accept up to 600 horsepower, dampen rod loads better than steel counterparts... and cost less. Because they tend to deflect more under load than steel cranks, you sometimes find they have larger bearing journal diameters than steel shafts. For what you are planning, you might want to have the mains grooved or use grooved main bearing inserts.

Dear Jim,
What is meant by the term "cylinder blow-down?" I hear about it and see it in stories from time to time but don't really know what it means. Does it relate to exhaust systems or some other area of engine operation?

Bruce Williams
Dayton, OH

At the time the intake valve opens, there is normally some amount of combustion residue left in the cylinder. The more of this residue that is passed out of the cylinder at any given point in time, the more efficient cylinder purging becomes. For outright power, you'd like to remove as much of this residue as possible before commencing the next fresh air/fuel mixture charge into the cylinder.

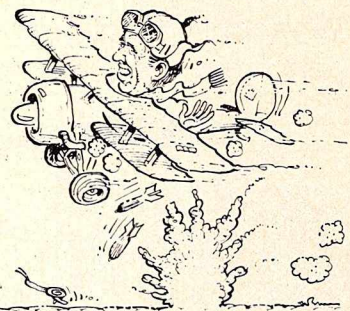
In a sense, you'd like to "blow down" (reduce cylinder pressure at the time of

intake valve opening) the cylinder as much as possible before the intake valve is opened. And yes, the more the exhaust system aids cylinder evacuation, the better the next air/fuel charge becomes.

Dear Jim,
How can I convince the NHRA people that they are not on target with their present methods of setting "index" numbers? Those of us who classify ourselves as "hard-core" racers are having difficulty competing with the soft-index cars. While we understand the problems NHRA has with determining indexes for these types of vehicles, how can a serious drag racer bring these problems to the attention of the NHRA?

Fred Robbins
Seattle, WA

Give some thought to what sportsman racer Tony Christian has said he plans to do. Build a car that can run up to 1.0-second under the index, and then "kill"



the eliminator with the car by running that far under the index. When Tony shows up at the NHRA Cajun Nationals with his D/MC Pinto (according to Tony) and "unloads" the index by up to 1.0-second, there's a chance that something might start to happen. And then again,....

Dear Jim,
I have a '74 Dodge Coronet with the 225-inch slant six. The engine runs fine except when I accelerate quickly under 40 mph, I can hear my trans or engine rattling. I'm not sure which one it is. By the time the car is going 40-50 mph, the rattling is gone.

Tim Chenski
Edmonton, Alberta, Canada

COCKPIT QUIZ

TRUE OR FALSE:

- ☐ ☐ Race car designers usually prefer electrical instruments to mechanical instruments.
- ☐ ☐ A vacuum gauge will produce an erratic reading at idle on a racing engine with an extreme overlap cam.
- ☐ ☐ Oil temperature varies as a direct function of engine load.

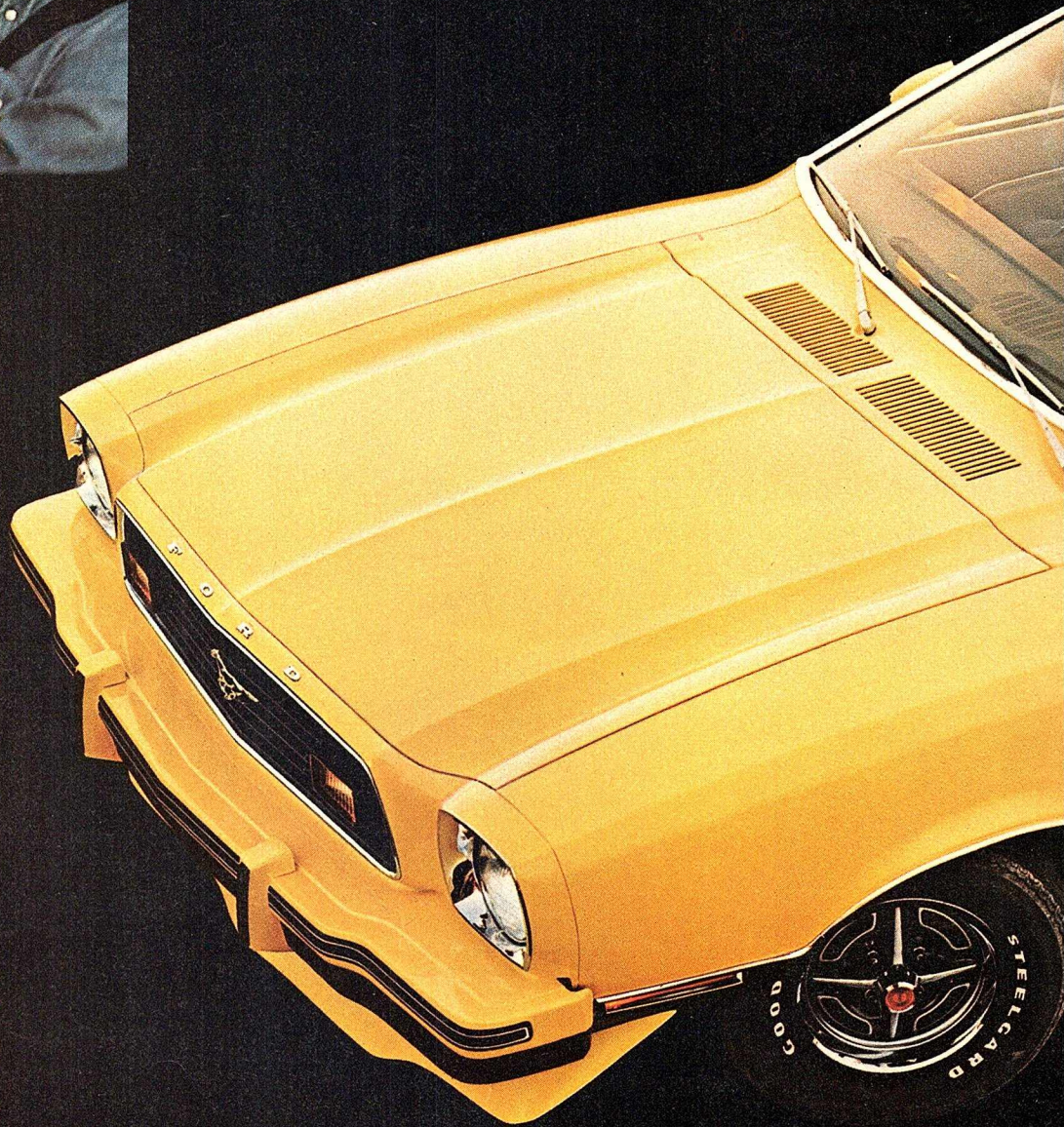
Did you know, or did you have to guess? After you read Stewart-Warner's "Guide to Instrumentation," you'll know. It tells you how instruments work. And how to understand what they're telling you. You'll even find tips on installing and mounting instruments in your own car.

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In case you were guessing, the first statement is false. The other two are true.

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TECH TALK

It sounds like you may be causing the engine to go into pre-ignition. This can be the result of too much ignition timing or insufficient fuel octane. Try a tank of ethyl (or the highest octane pump fuel available



to you other than aviation gas) and check to be sure the engine is properly timed. You might also retard the initial lead slightly (2-4 degrees) just to see if this is really the problem. It's doubtful the transmission is rattling.

Dear Jim,
Can you tell me how to get in touch with *Hot Rod Magazine*?
Danny Morgan
St. Louis, MO

Why would you want to do a thing like that?

Dear Jim,
As a retired modified engine owner and now an armchair engine thinker, I have a question for you. Rather than all the plumbing necessary for a vacuum balance system, would a constant source like a fuel pump (vacuum side) connected to the pan be a better way?
Gene Smith
Houston, TX

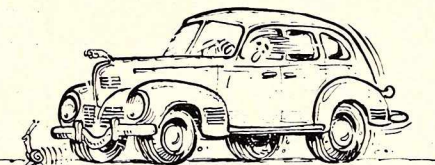


The possible problem with such an approach could be the following: as engine rpm increases, the amount (volume) of combustion by-products in the pan can also increase. Even though less time is available to communicate this material into the pan (and, therefore, potentially back into the combustion chamber), the rate at which these by-products are produced is increased considerably at high rpm. If the vacuum source could be made to be higher with increases in rpm, you'd probably have the best system.

This is the approach taken by the crankcase-to-pan evacuation systems on the market. It's doubtful that connection to the vacuum side of a fuel pump would give equal results. And now that we've

made such a statement, some guy out in Earwax, Idaho, will write in and say he did it successfully nine years ago.

Dear Jim,
I have a '71 Dodge Super Bee with a 383-inch engine and a "slouchy" 3-speed. A friend of mine and I recently went through



the engine, using a set of headers, 300-degree, .485-inch competition camshaft, and the usual replacement of rings and bearings. The problem is that it runs good on the top-end but isn't very quick at low rpm. What I want is good low-rpm horsepower and quickness.

Mike Bryant
Clinton, MS

At the risk of oversimplification, the point at which an engine reaches maximum cylinder filling is the point at which it produces maximum torque. Since torque accelerates a given vehicle, the more you can produce within the driving rpm range, the better the vehicle will perform. By installing a competition-type camshaft, you probably destroyed most of the low-rpm cylinder pressure and, thus, low-rpm torque capability. Camshafts of this type are designed to produce good cylinder filling (volumetric efficiency) at high rpm, and poor volumetric efficiency at low rpm. It's a fairly common error in the building of contemporary street engines to unintentionally mismatch engine components and produce a "soggy" street package. For these types of engines, keep header pipe diameters small, valve timing short (with high lift and wide displacement angles), intake manifold runner size small, and carburetor flow size below 650 cfm. Then you can tailor ignition advance curves to fit your particular driving conditions. Just keep in mind that the proper combination of parts is the key. You aren't going to make a race-horse out of a mule... or, perhaps, the opposite.

Dear Jim,
I was reading about variable duration hydraulic valve lifters. Since I'm still a little confused about how they work and what they do, I wanted to find out. The camshaft I want to install is said to work from 4000 to 6000 rpm. If I use this cam with a set of the variable lifters, will it perform better below 4000, and what will happen to performance at 6000?

Jack Allen
Hampton, VA

According to the manufacturers of these units, low rpm performance will be improved as a result of the "bleed-off" of the lifters and subsequent shortening of the valve timing events. As engine rpm increases, less time is available for the lifters to bleed down, resulting in valve timing events that are more nearly what the camshaft is designed to provide. At the higher rpm, there should be no appreciable bleed down, causing the cam and lifter package to produce valve events that are true to the lobe design.

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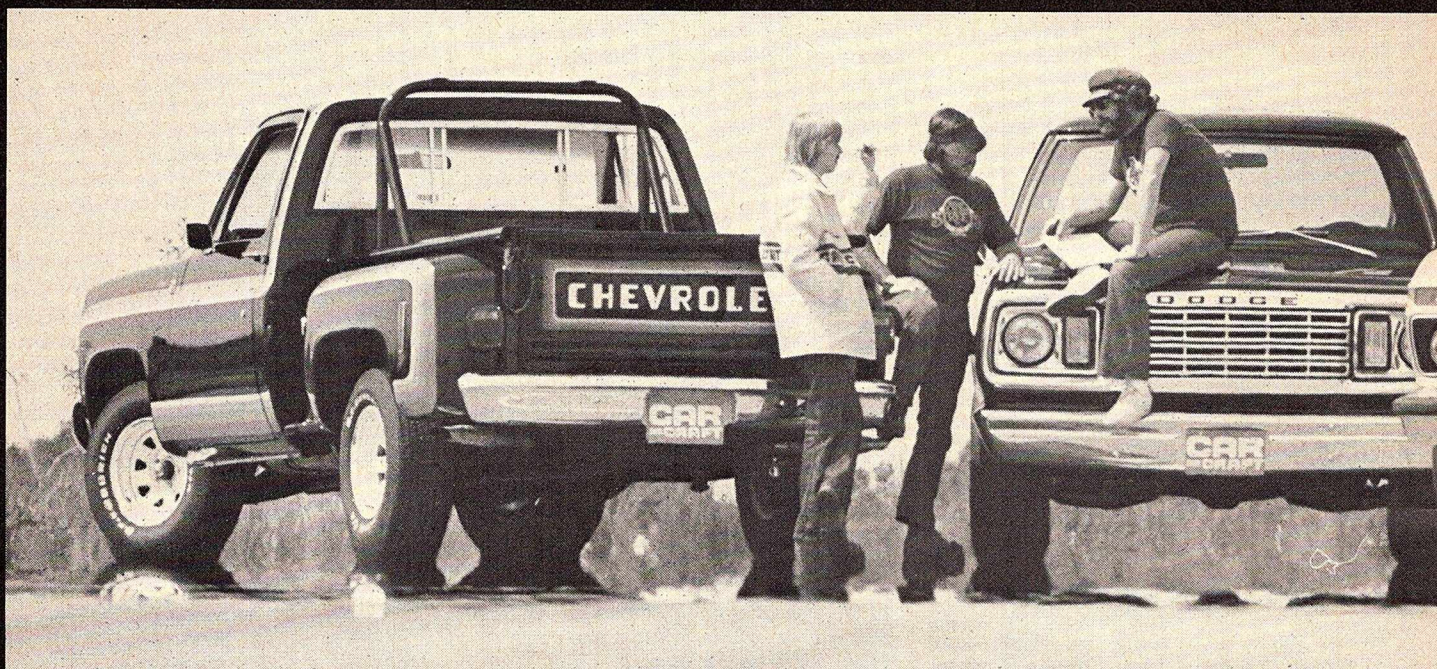


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SUPERCARS OF THE '70'S ARE WHERE YOU FIND THEM: CAR CRAFT'S FIRST TRUCK-OFF.

"Good afternoon, ladies and gentlemen, and welcome. Welcome indeed to world-renowned Irwindale Raceway. Situated in the lush, smog-ridden Los Angeles basin, Irwindale is famous throughout the known world for the often astonishing test results which emanate from its well-traveled two-lane blacktop. Here under the blistering Southern California sunshine, Detroit's finest efforts are tested, abused and otherwise rendered useless by some of the fiercest editorial-types in the western hemisphere. I'm Howard Coastwell; I'll be your host for today's action—an event of monumental proportions, and one certainly not lacking in color (the Ford is blue). Today, Detroit's heavy hitters are on the line in an epic struggle for supremacy of God knows what. These light-duty trucks have achieved special status in recent years: They have become the supercars of the Seventies, and their performance is truly remarkable in this restrictive age of smog pumps and catalytic converters. Equally impressive is the talent we have on hand to ensure that each truck performs to its maximum capability.

Let's go trackside now as expert commentator Chris Econorail interviews the shoes and takes a closer look at the trucks."

"Thank you, Howard. It's warming up nicely down here on the tarmac as the drivers prepare their machines. The activity has become more feverish as the contest approaches, but they still find time to give us a quick word."

THE SHOES

"In the Dodge we have the esteemed Al Kirschenbaum, who announced early last week that he would prevail or get out of town. When informed that he had been seen darting furtively about the pits clutching a funny looking fire extinguisher, he commented briefly, 'Whadya mean, open the hood? Get outa here. Nitrous smitrous; my contract with Chrysler expressly states that nitrous oxide will only be used when there exists a serious threat of defeat. I've got these guys covered.'

"Practicing his own particular brand of air pollution, we find the inimitable J.B., who secretly aspires to become the burnout king of America. His observation: 'Burn the tires till they start to drip and launch it on the wood. Ya gotta cut a light on these low lifes cause you know they're cheating somehow.' Howard, it's our feeling that J.B. may have to take on extra fuel and tires during the contest due to the gas-guzzling nature of his prized three-minute burnouts.

"Up front we find the irrepressible Jon Asher, a legend in his own mind. An acknowledged master at setting

low e.t. in test vehicles, the Jade Grenade notwithstanding. Since the Ford was not painted green, Jon feels he may be at a slight disadvantage, but he still intends to follow his standard game plan. Tightening his headband, Jon opined, 'Hey kiddies, how many times do I have to tell ya? Tip the can and bump the mag and low e.t. is in the bag.'

"Three truly remarkable competitors; skilled and determined, they are bound to break records, or the trucks, whichever comes first."

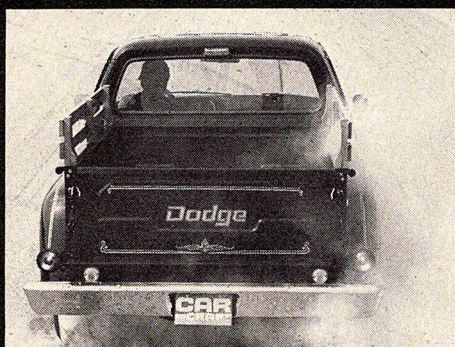
THE MARQUES

You might ask what place do pickup trucks have on the dragstrip? The answer is simple: They're as quick or quicker than anything on the street today and there's good reason for it. You see, even though these are boulevard trucks, they are classified as heavy-duty vehicles by virtue of their better than 6,000-pound Gross Vehicle Weight. This lets them hit the road sans catalytic perverter and other assorted smog hardware. The absence of a convertor lets you put real gasoline (with lead in it) in the tank, and factory dual exhausts allow the motor to breathe a little. The GVW ratings are often a confusing point, but they're really quite simple: GVW is the vehicle weight after it is loaded with passengers and cargo. The actual vehicle weight will be much less than the GVW. For example, the Chevy stepside tested here has a GVW of 6050 pounds. The empty truck with driver weighs about 4400 pounds. So what you actually get is an unrestricted, four-barrel monster



BATTLE OF THE BIG-BLOCKS!

By John Baechtel



Big-block bombers blitz the balconies! This kind of power brings back fond memories of the late-Sixties' supercars.

motor in a truck whose weight is equal to your average full-size sedan.

Don't make the mistake of thinking that these trucks have any sort of utility value. Sure, they will carry some cargo if you wish, but that's not what they were built for. They were built for hauling the bacon, not lawnmowers, and they look the part. The exterior trim packages fairly scream "macho" and don't apologize for it. Like virtually every other automotive craze to come down the pike, the trend toward flashy light-duty street racers disguised as pickup trucks has its roots in Southern California. It's actually an offshoot of the van craziness that has swept the country in recent years. The trucks are classified as light-duty vehicles, but with the heavy-duty chassis option, the door is opened for the mega-inch motors left over from the muscle-car days. Therein lies the key to the remarkable performance these trucks are capable of. The table of specifications tells the story.

It's unfortunate that the Ford F-100 was not available for testing because it is a slick piece that would have made the runoff more interesting. But its performance would probably lag behind the other stepsides because the 460ci V-8 is not available in the F-100 series. They *can* be had with the 400ci engine, which is essentially a long-stroke 351W and offers increased power and torque. Ford also offers special custom trim and striping similar to the other makes.

Street and highway cruising in the pseudo-trucks is a real eye opener and a long way from being a back breaker. The suspension is toned down just enough to provide an

amazingly smooth ride, while still being able to take the punishment if you choose to head out across the clumps. Throttle response and driveability are the most impressive features. It brings back memories of days spent behind the wheel of a Rat motor Chevelle with 3.70 gears. Merely stomping the go pedal is enough to induce billowing clouds of tire smoke and the mid-range torque is enough to pull down a building. Their practicality is limited, but their performance is almost unlimited and that's what makes them sell so well.

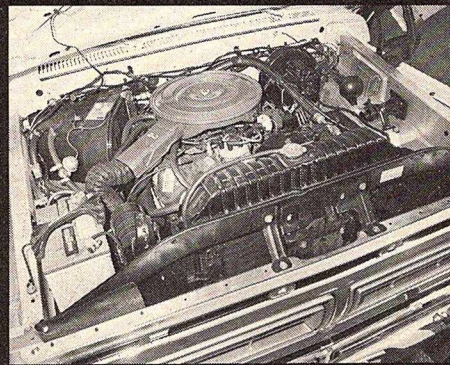
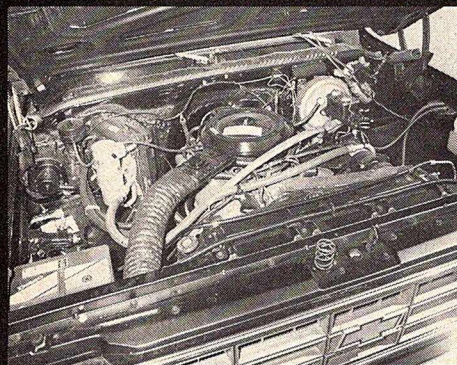
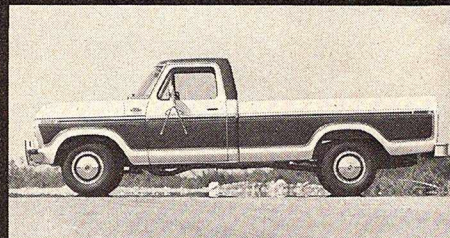
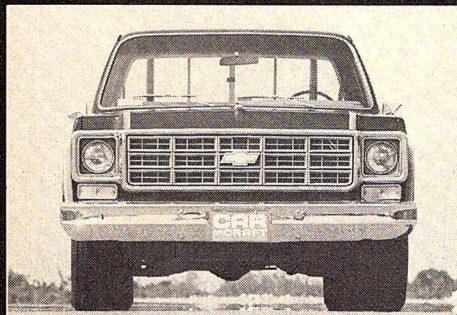
The designers have not neglected comfort considerations either. These babies can be ordered with every option imaginable. Instrumentation includes some very real gauges and even a super-easy-to-read tachometer on the Chevrolet. Only the power windows and door locks seemed out of place in a pickup, but they certainly added to the total luxury package. What you get then is the quickest Detroit-built liners on the road today. They look mean enough to break your face and they're certainly capable of doing so as revealed by our drag testing. Yet for all their toughness, they are quite sedate on the freeways. It's merely a matter of instantly achieving the 55-mph limit, punching in the air and cruise control, and programming the FM for your favorite sounds. The truck takes care of the work, you take care of the good times.

THE RESULTS

"Well friends, the shadows are beginning to lengthen here as the contest enters its final moments. We're in the fifty-third round of

(specifications overleaf)
text continued on page 90

BATTLE OF THE BIG-BLOCKS!



Vehicle	Engine	Rear Axle	Weight	GVW	Trans	Wheelbase
1977 Chevy C-10 Sport Stepside	454ci	3.73	4250	6050	Turbo 400	117.5 in.
1977 Dodge D-100 Warlock	440ci	3.55	4290	6200	Torqueflite	115.0 in.
1977 Ford F-250 Styleside	460ci	3.25	4760	7700	C-6	133.0 in.
1977 Ford F-100* Flareside	400ci	2.75	3587	5250	C-6	117.0 in.

* Not tested, but listed here for comparison. The trucks tested were California emissions certified. Various combinations may or may not be available in your particular state.

Bacardi and tonic. Try it in your cooling system.

Take a frosty-cold mug, filled with ice. Add Bacardi light rum. Douse with a generous, chilly splash of tonic. Top it off with a wedge of lime or lemon.

Now sip. And shiver.

That's Bacardi and tonic, the combination cool as a midnight dip in your favorite pool. It's the icy tingle of tonic. It's the light, dry, deliciously smooth taste of Bacardi rum.

It's Bacardi and tonic. Let it cool your system.



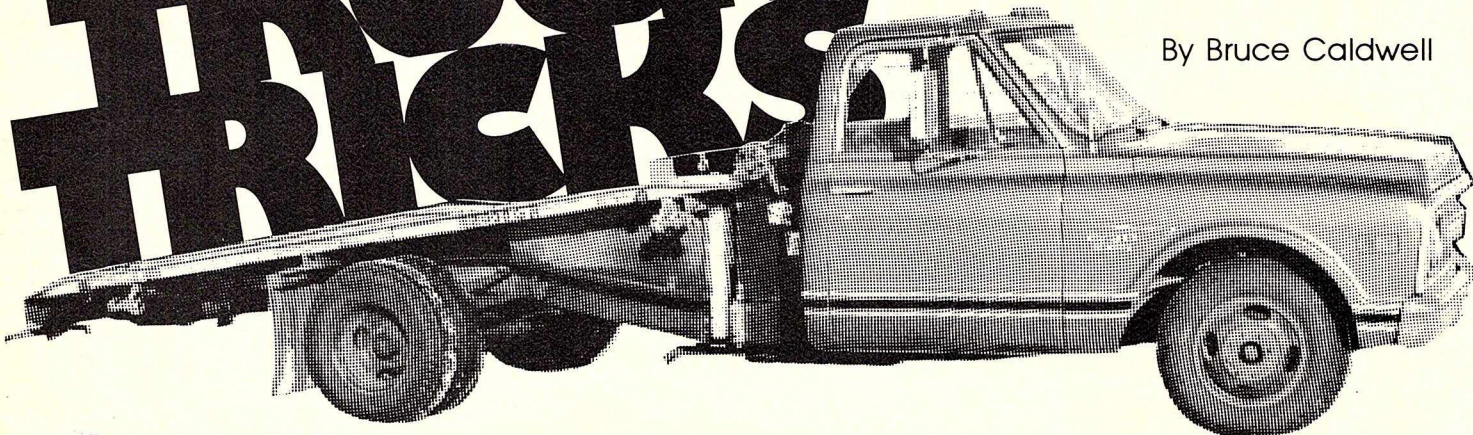
BACARDI® rum. The mixable one. Made in Puerto Rico.

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TRUCK TRICKS

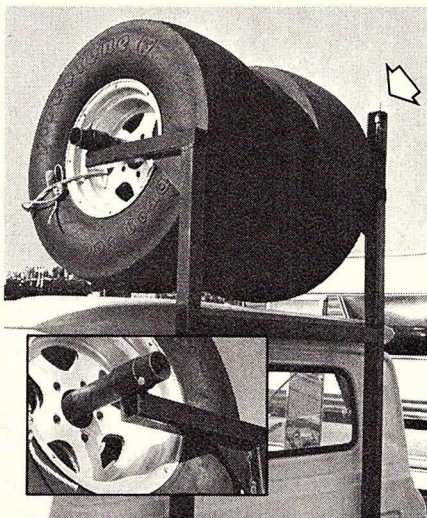
A SMALL TRUCKLOAD OF TRANSPORTER AND TRAILER TIPS

By Bruce Caldwell

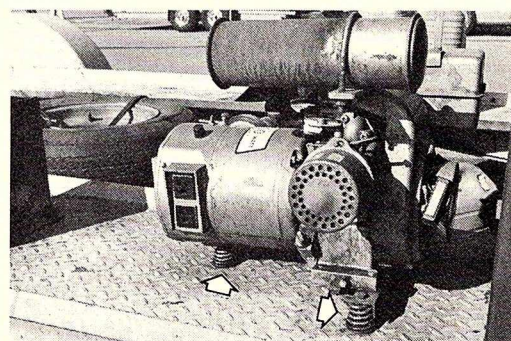


Drag racers are an ingenious lot. They are constantly finding little things that make their cars go faster or run more reliably. This same type of rational thinking applies to the track, whether it be a rented tow bar or a brand new, fully-enclosed air conditioned transporter. An observant walk through the pits at any major race will turn up an abundance of ideas for improving your transporter or trailer. The following photos illustrate a sampling of the ideas we've noticed recently.

ROLLBAR HOIST The square steel tubing behind this homemade sleeper serves as a rollbar for the sleeper, a mounting bracket for the extra slicks (which are covered for protection from the elements) and an engine hoist. A smaller piece of tubing slides out from the left side and a pulley is attached to the end. The winch cable which is normally used for loading the car is rerouted, attached to an engine sling, and used to change motors at the track. There is an extra support brace on the left side to handle the weight of an engine. The light on the rollbar/hoist is a small farm tractor light.

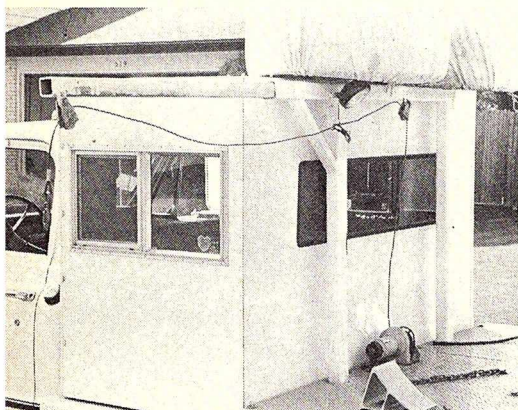


rest on a piece of round tubing that is held in place by a bolt (see inset photo). The right support of the rack also serves as a mounting point for a CB antenna (arrow).

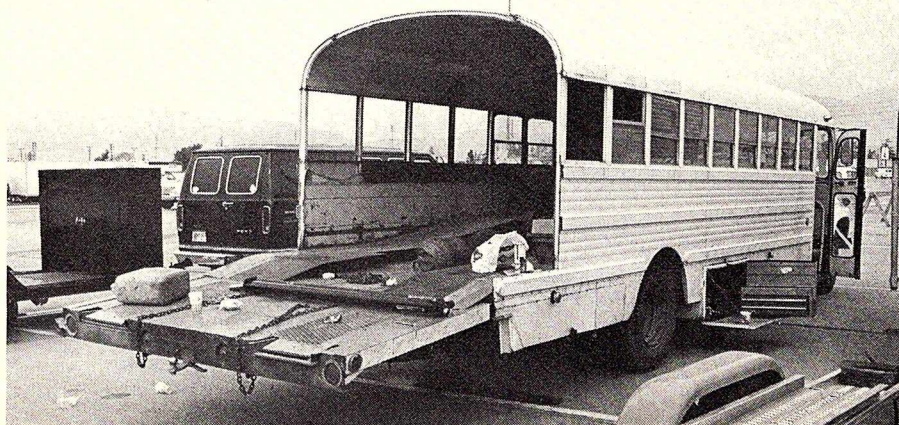


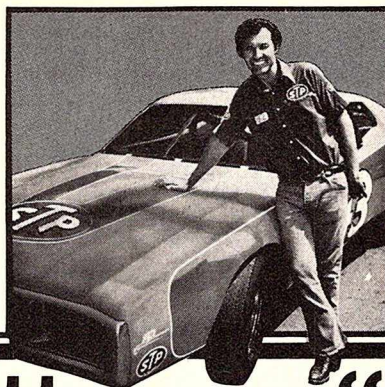
SPRUNG GENERATOR This gas-powered generator is mounted to the trailer in front of the car and is cushioned with small coil springs. Note that the spare tire for the trailer is carried between the ramps under the front of the race car.

BUDGET BUS A novel budget transporter is this converted school bus that belongs to Pontiac Super Stock star Jack Mullins. The rear deck has been extended and ramps built to elevate the front of his winning wagon. There is plenty of room for spare parts in front of the car and ample tool space in the former luggage bins.



TIRE RACK This tire rack is made out of square tubing and mounted to the frame of the transporter. Triangular plates are welded where the tubing is joined for extra support. The tires





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NRI Automotive Consultant,
and America's Winningest
Stock Car Driver.

Richard Petty says, "If you really want to learn how to repair cars, check out NRI home training."

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Wrench, 4 different test gauges, and more. You'll learn to service electronic ignition systems, and even auto air conditioning . . . with an air conditioning systems analyzer and a refrigerant systems leak detector.

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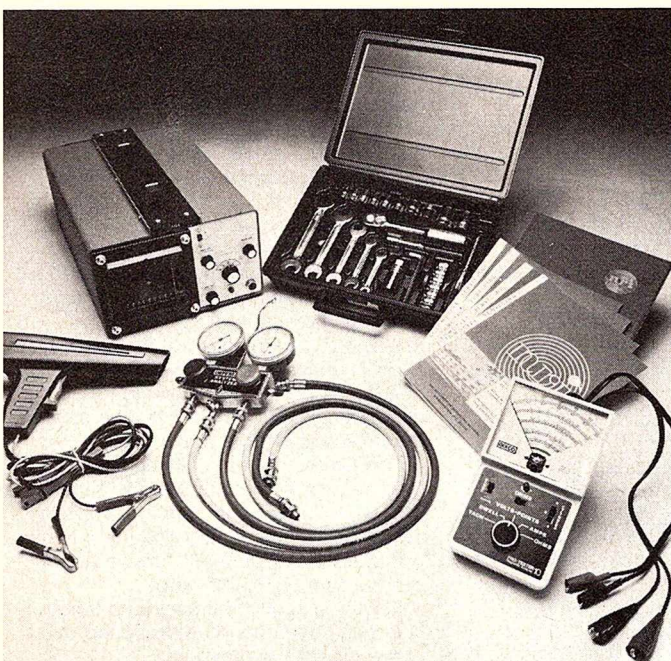
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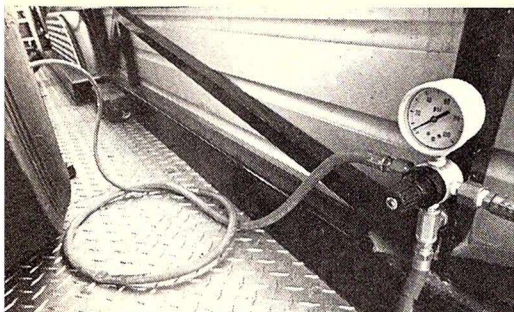
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Pictured above is just some of the professional equipment included in NRI's Automotive training programs.

TRUCK TRICKS



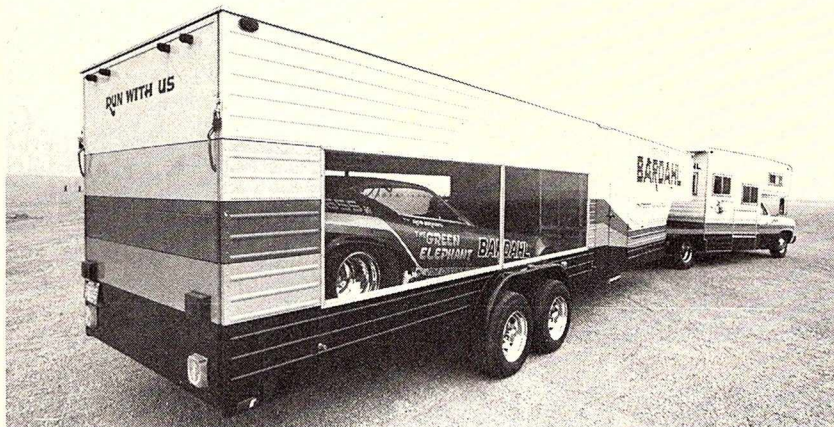
TIGHT TIE-DOWNS One of the problems that bothers many racers with today's huge slicks is that they deflate while heading to and from the races. This usually leads to loose rear tie-downs. Jim Green has solved that problem by hooking up a pressure regulator valve set at eight pounds pressure to his vacuum-operated air pump inside the trailer. That keeps the slicks filled, and the chains taught.



SIMPLE SHELVES The Green Elephant gang has a set of plastic shelves that are nothing more than simple mild steel rails with plastic trays. To make their between-rounds thrashing that much easier, in each compartment is a fully assembled rod and piston, complete with bearings. That kind of preparation eliminates any box-throwing, frustrating searches that so typify most fuel car operations between rounds.

TOOL TRAYS If you've got a regular procedure you go through after each run, eliminate some of the hassle by duplicating those tools that are required for each specific function, and then store them in the same place each time. Jim Green has this down to a science, with three distinct plastic tool trays. One is used for the top half of the engine, one for the bottom end, one for the clutch adjustments, and one for mixing fuel and adding water. Each set of tools is color coded with plastic tape to make sure the right wrenches find their way back into the right trays.

NOW THIS IS THE WAY TO GO RACING

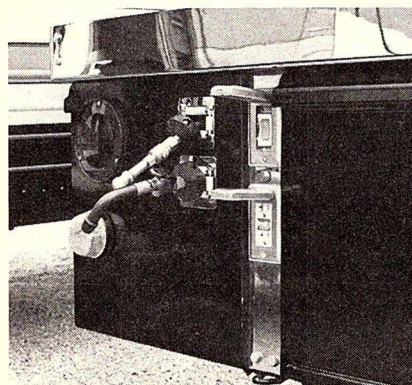


Jim Green's Green Elephant Vega Funny Car is one of the nicest looking machines to ever come down the pike—and believe us, it comes down the pike in style. Green ordered his '76 Chevy truck as a cab and chassis combination, and then lengthened it 30 inches so he could have an 8½-foot motorhome built on the back. A 60x30-inch diamond plate area at the rear serves as the hitch point for the trailer and a work table between rounds. Since he uses the truck/motorhome combination to tow the race car to the starting line, Green built a railing around the rear of the truck to avoid the embarrassment of having the toolbox fall off when he charges after the flopper.

Below the diamond plate are cabinets containing dual batteries and the starter motor for the race car. If the race car has to be shut down behind the starting line, Green has service station-type spring reels for air and water hoses, plus a storage cabinet especially designed for a five-gallon fuel/alcohol can. There are also three electrical outlets on the truck, two for 110v, and a third for 12 volts.

With the cost of fifth-wheel trailers skyrocketing, Green decided to build his own. The 35-foot-long trailer is almost 7 feet high, weighs 21,000 pounds fully loaded, and cost \$8,000. Although hardly inexpensive, Green's ability to do much of the work himself kept the cost down considerably.

Along with a 6-foot butcher block workbench, there's a cold tank for parts cleaning, 150 plastic drawers in



aluminum and steel frames, an air compressor, and small belt sander for cleaning up rings and other odds and ends.

One of the trailer's unique features is a hydraulically operated boom that contains braided steel lines for nitromethane, alcohol and water, plus heavy-duty neoprene lines for engine oil and compressed air. Betty Green does all of the fuel mixing, and with a conveniently located Schrader air valve on the fuel tank, can mix and add both nitro and alcohol in a matter of minutes without spilling a drop of the precious fluid. And since we know you've seen a hundred people sucking up a mouthful of fuel siphoning it into burettes to check the percentages, let us assure you Betty engages in no such potentially dangerous procedure. Instead, she merely opens the petcock on the side of the tank and checks it that way.

The Green Elephant leaves no mountain of oil cans in the pits either. The crew loads up on oil before leaving home, and automatically fills the engine with the correct amount through an air pressurized adjustable valve.

For the amount of money and time invested, Jim Green has produced one of the nicest and most convenient-to-work-with rigs ever seen in drag racing. It's the innovators that get ahead, not those who follow the pack. Green is way ahead of just about everyone.

continued on page 94

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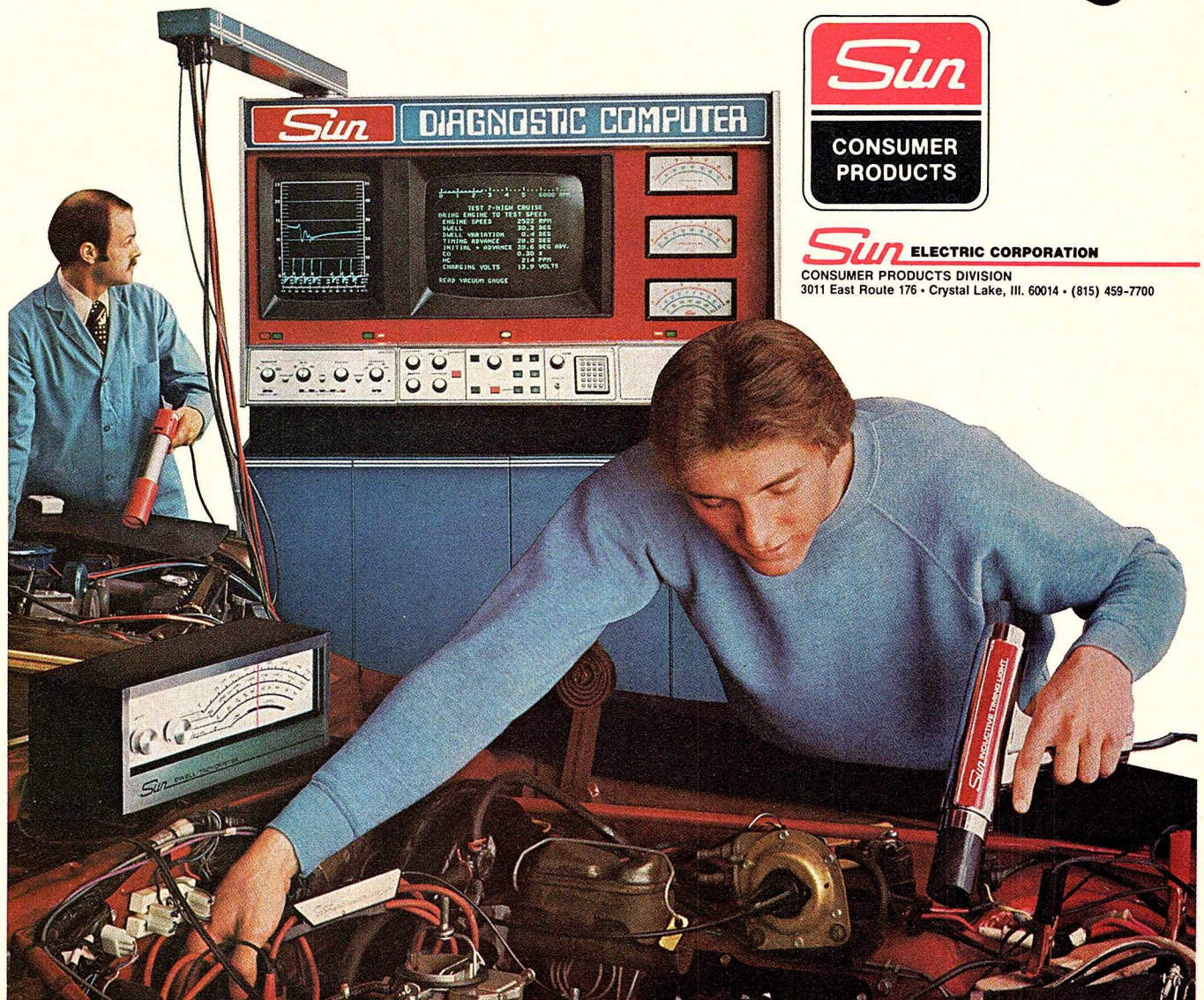
and design. A complete engineering department in Detroit works on a day-to-day basis with all the major car companies to keep updated on future standards and new developments.



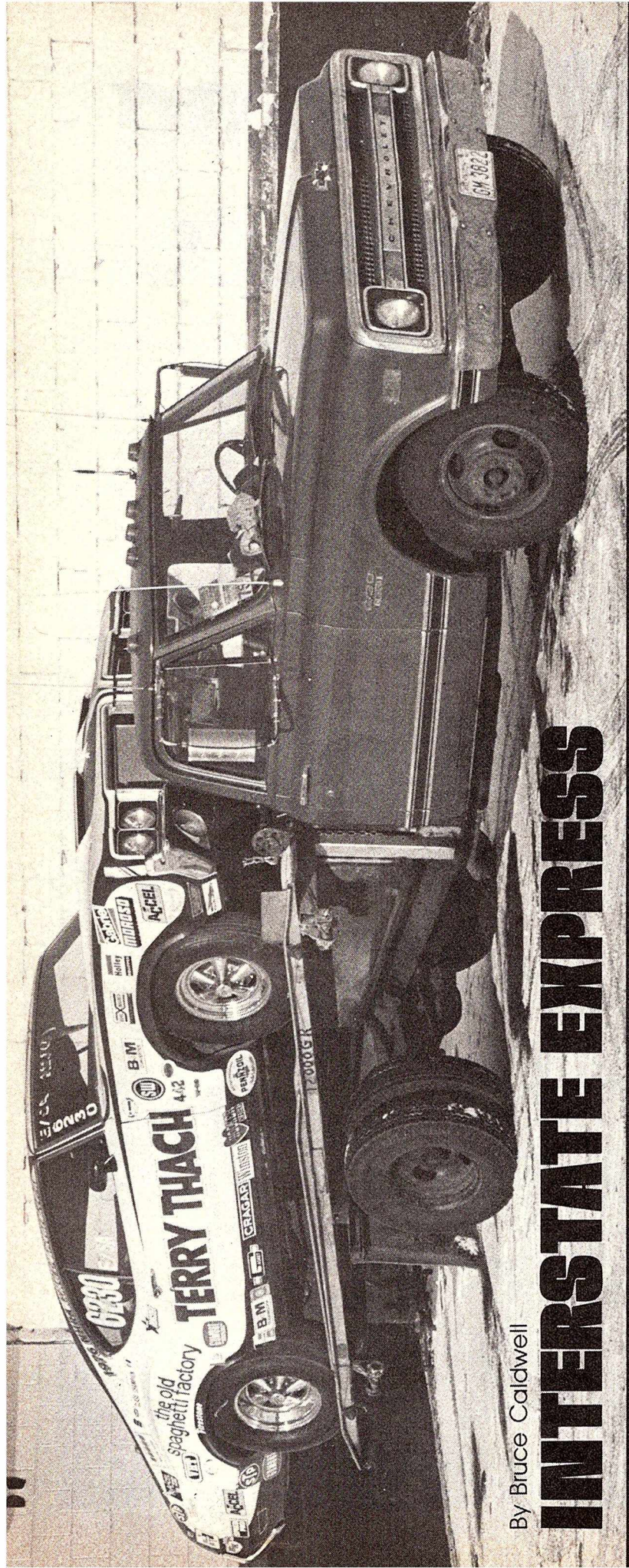
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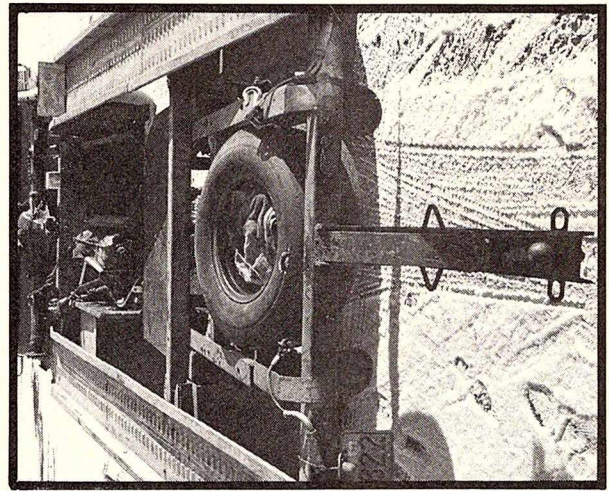
By Bruce Caldwell

INTERSTATE EXPRESS

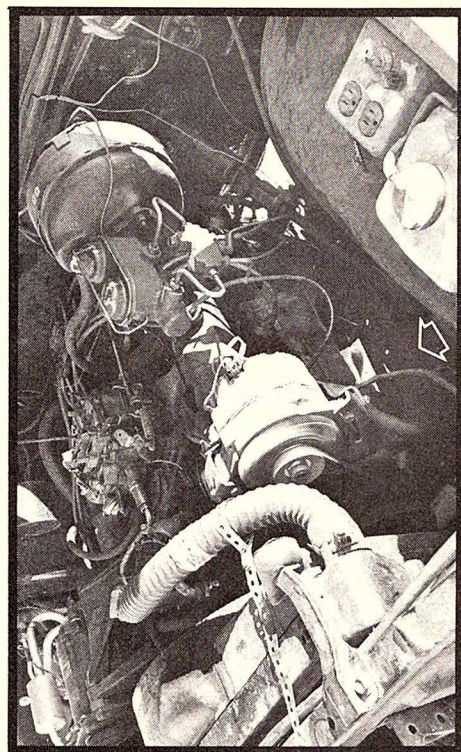
THE WORLD'S HEAVIEST 442

Terry Thach likes competition. He likes the competition it takes to be the national E/SA record holder with his '72 W-30 442. He likes the competition it takes to be a top salesman at Barton Oldsmobile. He even likes to blow the doors off an occasional supercar with his race car transporter.

Terry has a very quick '69 Chevy 1-ton C-30, but the truck is as practical as it is quick. The quickness and practicality are both tied to the same factor: the truck's motor just happens to be the spare engine for the race car. It is a '72 Olds W-30 with a '75 Olds Quadrajet for better economy. Originally, Terry ran a W-30 carb along with 4.56 gears, but he couldn't handle the 6 mpg "economy." With a change to 4.11 gears and the stock Quadrajet, the truck delivers 9 mpg while cruising at 70 (er, 55) mph fully loaded. The gear change has meant that taking California's wicked Grapevine Hill is a third gear proposition now, where with the 4.56s the truck could take the hill in fourth, pulling another racecar. But



continued on page 117



Terry Thach's record-holding E/SA Olds rides on a very compact and powerful Chevy C-30. The ramps are from an old Convo auto transporter. All the space between the ramps is stuffed with spare equipment. The trailer hitch is often used to tow an extra race car. The 455 Olds engine is mounted at the front with a steel plate (arrow) and stock motor mounts. Notice the power converter on the fender well.

THE GUTS AND BOLTS OF A TOUGH CHEVY LUV.

Over the past 60 years, Chevrolet trucks have built a solid reputation for toughness. And the new Chevy LUV is no exception. A bona fide half-tonner, Chevy LUV carries payloads of up to 1,510 lbs. including driver, passenger, equipment and cargo. And a rugged torsion-bar front suspension, leaf-type rear springs and bias-belted tires

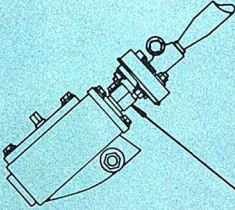
give LUV a smooth ride and low, trim silhouette.

But toughness is just part of the story. In mileage tests published in the EPA Buyer's Guide, LUV is rated at 33 miles per gallon on the highway and 23 mpg in the city — equipped with manual transmission. (In California, LUV is rated 32 mpg highway and 21 mpg city.) Remember: these mileage figures are estimates. Mileage will vary

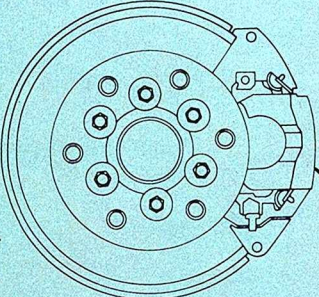
depending on the type of driving, driving habits, truck's condition and available equipment.

Check out the guts and bolts of a new LUV truck — the compact half-tonner tough enough to be a Chevy.

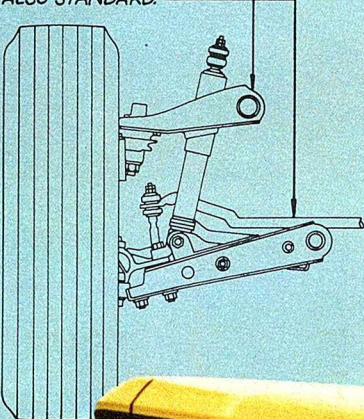




NEW VARIABLE-RATIO STEERING GEAR REDUCES STEERING EFFORT ON SHARP TURNS AND PARKING.

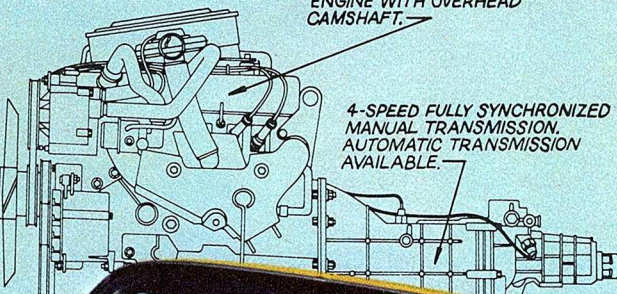


FRONT DISC BRAKES ARE STANDARD. POWER VACUUM ASSIST ALSO STANDARD.



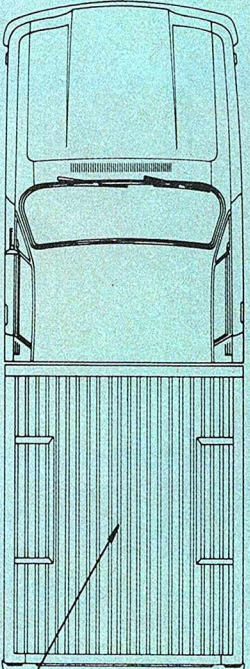
TORSION BAR INDEPENDENT FRONT SUSPENSION HELPS SOAK UP JOLTS. FRONT STABILIZER BAR ALSO STANDARD.

CHEVY LUV. TOUGH ENOUGH TO BE A CHEVY.	
AVAILABLE OPTIONS	
<i>Chevy</i>	FACTORY-INSTALLED AIR CONDITIONING
<i>Chevy</i>	EXTERIOR DECORATOR TRIM PACKAGE
<i>Chevy</i>	HIGH-BACK BUCKET SEATS FOR MIKADO INTERIOR
<i>Chevy</i>	"MIGHTY MIKE" DECAL PACKAGE
<i>Chevy</i>	REAR STEP BUMPER



4-CYLINDER 80HP IN-LINE ENGINE WITH OVERHEAD CAMSHAFT.

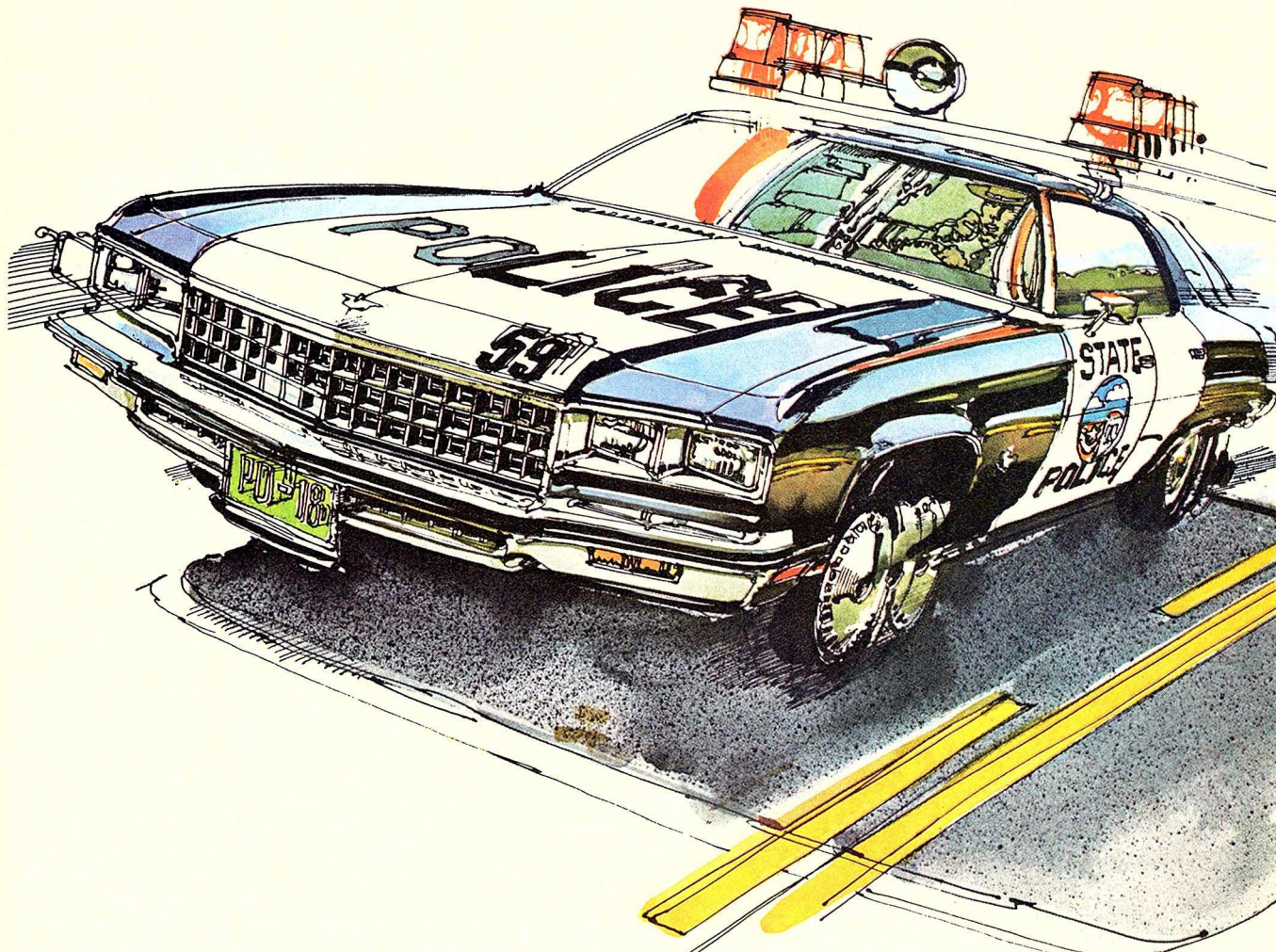
4-SPEED FULLY SYNCHRONIZED MANUAL TRANSMISSION. AUTOMATIC TRANSMISSION AVAILABLE.



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A state trooper gives his car a rough time.

Which is why we had more than 90 trooper cars with Havoline Super Premium All Temperature Motor Oil driven a total of over 4 million tough miles—4 million miles of all kinds of driving in all kinds of weather—from standing starts to high speeds in a matter of seconds.

And often, the same car was driven round the clock—24 hours a day.

These state trooper cars were driven almost as many miles in 6 months as the average car is driven in 3 years.

Yet there wasn't a single oil-related failure of Havoline-protected parts.



And it gave all this protection without the need of any extra motor oil additives.

So the next time you change your oil, protect your car like a trooper with competitively priced Havoline Super Premium. It provides all the protection your car needs.

Ask for Havoline wherever they sell motor oil.



Buying a supercar used to be a tough proposition. There once was a time when the hottest wheels in the neighborhood belonged to the guy who'd best sorted out his favorite brand's option codes. But unfortunately, this showroom-savvy soon became as non-essential as flagman starters. Broomed from the marketplace as excessive, abusive, or both, nearly all the "fun" codes were eventually eliminated. And for a while we were left to enjoy what little thrill there was

HOW TO DESIGN THE SUPERCARS OF THE 70'S

in specifying our rides with a high-energy ignition system or basic heavy-duty suspension. It seemed as though everything had grown a porthole and nothing had any power.

But you couldn't turn off a generation of enthusiasts like a mag switch. Domestic consumers still demand more than just function and form from their transportation, and the fun-level of the too-practical five-speed, four-cylinder imports doesn't quite fill the bill. Add to that this decade's rising need for economically-dictated vehicle versatility, and it all comes up truck. As the "ranch wagons" of the Sixties were replaced by decor vans, the supercars have been reincarnated as pickup trucks.

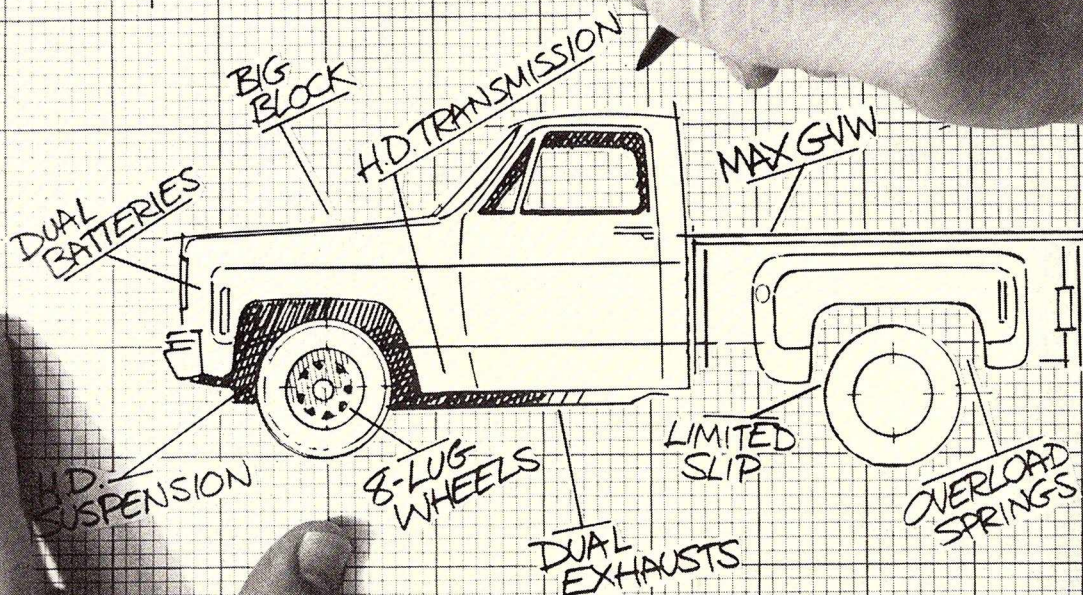
The current breed of light-duty trucks (Ford's F-series, Dodge W-models and Chevy's C-rigs) are actually the contemporary supercars. They're available with the same big-inch motors that once served in the mighty muscle movement but

which, for the most part, have been discontinued from the street car fleet. And although all of these former high-output combinations are subjected to today's mandated emissions and safety controls (low-compression, minimal camshaft timing, smaller valves, late ignition and lean carburetion), they still offer a very acceptable level of performance (about a-second-and-a-half slower in the quarter than their Sixties' counterparts).

But more importantly, they provide a solid basis for build-ups. Any of the domestic light trucks can, with an assist from the aftermarket, readily undergo a mechanical transformation to make them run like the more spirited iron of old. And then there's the advantage of a nearly bulletproof truck driveline to stand up to a refreshed engine's gaff. Actually, some of today's trucks are better raw material for maximum motivation than were some of yesterday's

POWER TO THE PICKUPS

By Al Kirschenbaum



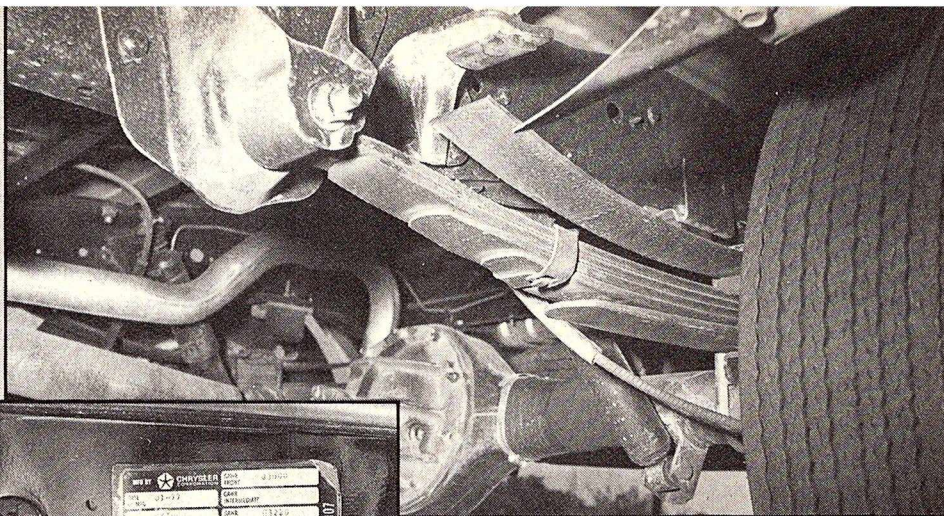
PICKUP POWER

pseudo-supercars.

In many ways, we're back where we started. The old requirement of showroom smarts is even more strongly emphasized in the complicated, contemporary truck-buying market. Aside from the lengthy lists of car-like option choices that all manufacturers offer, there's also the need to know exactly what makes one truck different (by both *your* specifications and the government's) from another.

Just as *CAR CRAFT* guided you through the last decade's muddle of

continued on page 130



The safety certification label lists a vehicle's Gross Axle Weight Ratings (GAWR) and Gross Vehicle Weight Rating (GVWR). The label also contains important accessory reserve load information for consideration when adding accessories or altering the vehicle.

These rear leaf springs are of the two-stage variable-rate type. They give a soft ride under light loads but bring additional leaves into play for firmer support when the load increases. If considerable additional equipment is to be added to the truck or if it will frequently be used off-road, optional front springs with additional capacity should be ordered. When specifying spring and axle capacities for a new truck, be certain to allow for both present and future needs.

DEFINITIONS

CHASSIS: The basic truck consisting of frame, springs, axles, wheels, tires, engine and steering wheel (without sheet metal, cab or body).

CHASSIS-CAB: Includes the complete driver-passenger compartment, but not the body. May be ordered for use with special bodies, such as some camper installations.

CHASSIS-COWL: The basic chassis with the front end sheet metal, dash panel and instrument panel.

CURB WEIGHT: The weight of the empty truck (without load or driver), including fuel, coolant, oil and all items of standard equipment.

DEFLECTION RATE: The number of pounds required to compress, or deflect, a spring the distance of one inch. For torsion springs, this distance is measured at the end of the control arm attached to the springs.

GAWR: Abbreviation for Gross Axle Weight Rating. The capacity at ground of a complete axle and suspension system. Equal to the lowest capacity rating of any component in the system—axle, tires, wheels or springs.

GCWR: Abbreviation for Gross Combination Weight Rating—the value specified by the manufacturer for the actual weight of a vehicle at the ground with a trailer or trailers, including vehicle, equipment, driver, passengers, fuel and payload.

GROUND RATING: The maximum

load-carrying capacity in pounds of a spring or axle at the ground. Includes an allowance for weight of unsprung components such as wheels, tires, axles and is half the weight of the springs.

GVWR PACKAGE: A package of equipment items that will provide an optional GVW rating of a given truck in a given series, including the proper axles, springs, tires and other necessary equipment for that weight rating.

MAXIMUM LOAD RATING: The rated payload capacity of the truck available for cargo, people, and those options which are not part of the base truck or GVW Package. Approximately equal to GVWR minus Curb Weight.

PAD RATING: The load capacity of a spring or axle in pounds at the mounting point or pad. Does not include an allowance for unsprung weight.

PAYLOAD: Weight of commodity being hauled.

SHIPPING WEIGHT: The weight of the basic truck including all standard equipment, plus grease and oil wherever required. It does not include the weight of fuel or coolant.

TONGUE LOAD: The weight directly on the hitch, which is the weight a trailer adds to the rear of the towing vehicle.

WEIGHT, SPRUNG: The weight of those components supported by the springs, such as frame, engine, body, payload, etc.

WEIGHT, UNSPRUNG: The weight of items such as tires, wheels, and axles that are not supported by the springs.



Truck-type tires like this OEM 16-incher provide rugged construction and a firmer ride, with higher inflation pressures, for more severe operating conditions.



Light trucks feature OEM stamped steel wheels which are attached with either five or eight beveled nuts per wheel, depending on the truck series.

In Army Guard Armor, you'll make more than a big splash. You'll get paid to learn one of 120 part-time careers.

The pay's good, too. How about \$50 for just one weekend a month? That's only for starters. There's more with every promotion.

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TRUCK ROUTE

HOW TO PICK UP ON PERFORMANCE
By Jon Asher



Since 1960, pickup trucks have enjoyed phenomenal sales, and some industry experts are predicting even greater growth for the coming decade. Surprisingly enough, some van converters, whose livelihood depends on turning those mundane boxes into things of beauty, are also predicting that the coming thing in the automotive world is the pickup truck. Sales figures for 1960 totalled under one million units, but by last year that figure had

jumped to a whopping 3.2 million. And for this year the sales figures may be 500,000 higher than for '76.

At one time, light-duty trucks, as they're referred to in the oak-panelled conference rooms of Detroit, were used primarily for business purposes. Yet in a recent owners' poll, more than half indicated that their trucks were destined for personal, not business use.

The popularity of four-wheel-drive,

Cal Chrome's step bumper (left) is both functional and good looking. It comes complete with all of the mounting hardware and license plate lights. Down-and-dirty-driving is fun but check the depth of the pool before diving in!

or 4x4 pickup trucks, has grown at an equally impressive rate. In 1971, less than 12 percent of the total truck sales were 4x4s, but by last year that figure had jumped to 600,000 units. Industry crystal ball gazers foresee the day when 4x4s

New STP Motor Oil.



Proven protection
for 15,000 miles.
Without an oil change.

Now, with this new advanced motor oil from STP, you don't have to change your oil every 3,000, 5,000 or 7,000 miles. This new oil protects against engine wear, sludge, varnish and rust for 15,000 miles, or one year under normal driving conditions.

And we proved this protection in a series of different tests.

Proof on the test site.

We ran cars on computer controlled test equipment which duplicated city driving. Stop and go traffic. Even highway conditions. These cars ran 15,000 miles on new STP Motor Oil.

When the engines were pulled, torn down and inspected, we found exceptionally clean parts and no noticeable wear. That's after 15,000 miles without changing the oil.

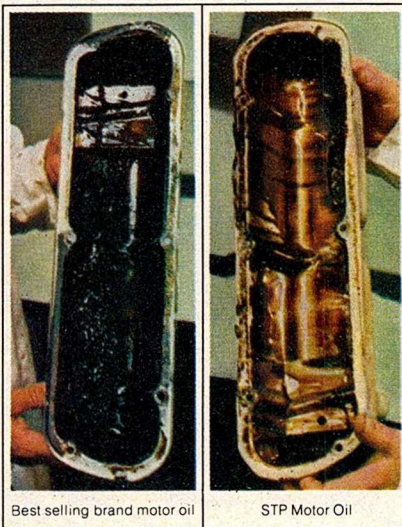
Proof on the road.

For on-the-road proof of protection, we put this new motor oil in taxi cabs and ran them for 15,000 miles. That's five times longer than major auto manufacturers recommend taxis go without an oil change.

When these engines were torn down, again we found exceptionally clean parts; virtually no sludge and varnish build-up. And when weighed and measured, the parts showed no noticeable wear...proof of new STP Motor Oil's 15,000 mile protection.

But how does STP Motor Oil stand up to sludge and varnish against the best selling brand?

An independent lab ran new STP Motor Oil and the best selling brand through the standard industry test for sludge and varnish. But they ran new STP Motor Oil twice as long.



Best selling brand motor oil

STP Motor Oil

Just look at these valve covers in the photos on the left. After the standard industry test, the best selling brand left sludge and varnish build-up. After double the test, new STP Motor Oil left the valve covers with virtually no sludge build-up and on average less varnish than the best selling brand.

But, those weren't the only tests. Initially, new STP Motor Oil was subjected to the tough SE Classification Test for corrosion, rust prevention, wear, sludge and varnish, and high-temperature performance capabilities. Any oil that meets these test requirements is a very good one, indeed. STP Motor Oil not only passed, but in almost every case, after doubling the test, it met the standard for a single test. So, after all these tests, new STP Motor Oil proved itself to be one of the most advanced automotive engine lubricant formulations on the market today.

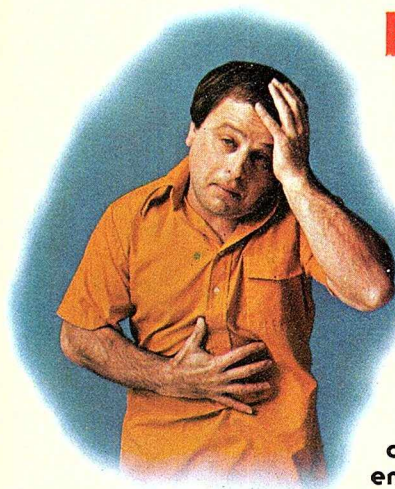
Want more proof?

These tests proved for us that new STP Motor Oil gives protection for 15,000 miles. But, if this ad hasn't changed your mind about changing your brand of oil, this will: An informative booklet that documents the actual tests with pictures of the results. It's yours free. Just write to: 15,000 MILE PROTECTION, STP CORPORATION, BOX 9807, FT. LAUDERDALE, FLA. 33310.

New STP Motor Oil. Protection for 15,000 miles. That's Extra Protection.

Cyclone Headers... let nature take its course.

If you've ever had a belly ache, you can probably sympathize with what is going on in your engine. That engine isn't going to perform any better for you than a sore body. It's only natural.



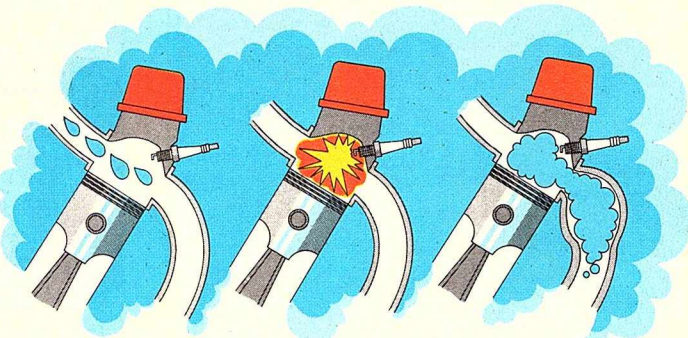
For years you've been offered unnatural cures for natural ailments. It's true for your engine too. Secret liquids to pour into it. Electronic gobbled-gooks that put the isotope back into the framus. The number of automotive products that make wild claims about magic cures for sagging engine performance is truly amazing. And like

the snake oil sellers of the old west...they have taken your money and disappeared into the sunset.



Well, Cyclone's been around for a long time. And our product has a great reputation in the automotive performance business... because we deliver what we claim and stand behind what we deliver.

There is nothing mysterious about why Cyclone headers work. It's simply a matter of letting nature take its course. You see, if fuel is used to create energy...the fuel creates a waste product. That's a natural law. It can't be changed.



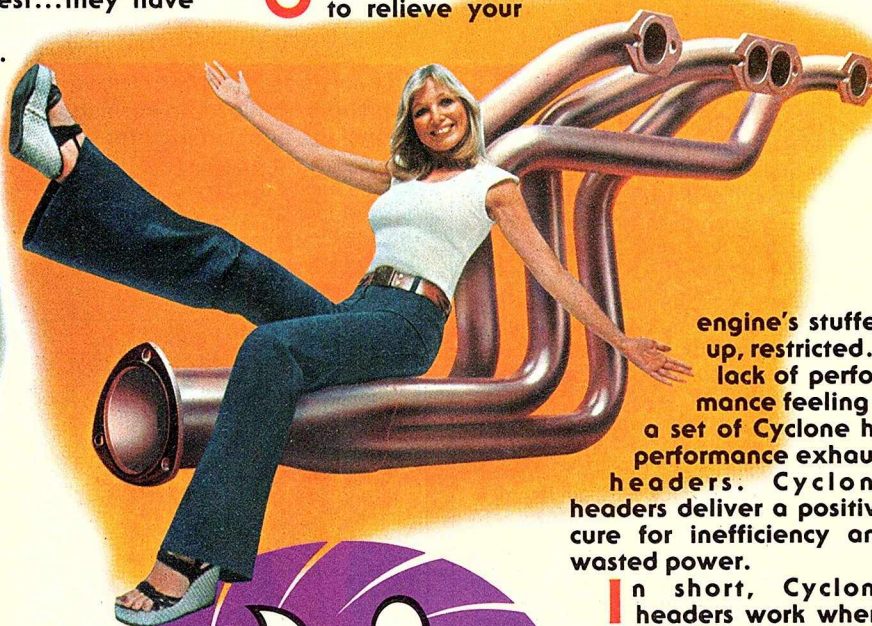
FUEL

ENERGY

WASTE

A restricted exhaust system can hold waste products in your engine's cylinders making it difficult for the proper amount of fresh fuel to enter. Less fuel...less energy. Engine temperatures are higher putting extra strain on the valves and ignition system. And overall performance suffers. In the long run you pay the price...in time and money.

One of the easiest and most economical ways to relieve your



engine's stuffed up, restricted... lack of performance feeling is a set of Cyclone high-performance exhaust headers. Cyclone headers deliver a positive cure for inefficiency and wasted power.

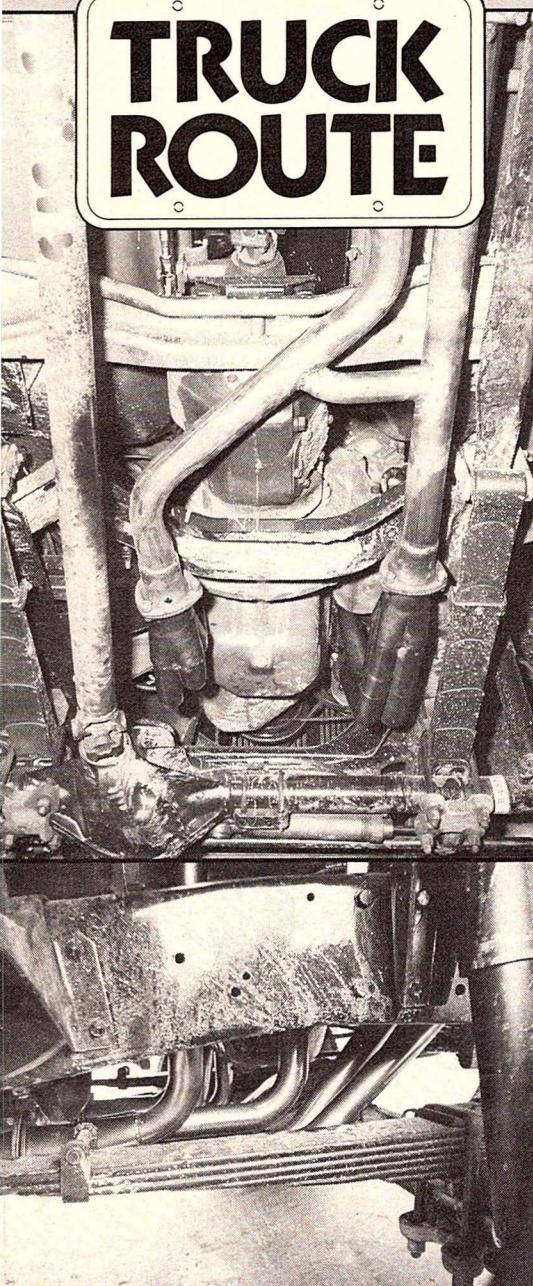
In short, Cyclone headers work where natural performance begins.

Cyclone Headers. For most popular domestic and import cars, RV's Vans or Trucks. See your local dealer and find out how Cyclone cures the costly consumption...naturally.



CYCLONE AUTOMOTIVE PRODUCTS
7040 Lankershim Blvd.
No. Hollywood, California 91605

TRUCK ROUTE



Cyclone Automotive Products headers and dual exhausts follow the stock routing, which makes for a clean, efficient installation. The crossover tube was welded in, although in future kits it will be a bolt-on.

Header collector is slightly above front spring height, meaning that no suspension pieces will interfere with the pipes.

will represent 25 percent of the total pickup truck sales each year.

Before the surge in truck popularity, virtually every four-wheel-drive pickup was destined for hard labor on a farm or ranch, or a tough assignment deep in the back country. The number of people who bought a four-wheel-drive truck for pleasure probably would fit in your living room. All that's changed now. America's desire for peace and solitude, as reflected in the rapidly

Mileage Test

Test made at Edelbrock dyno facility following EPA 7.25-mile driving "course" to simulate both city and highway driving.

Stock: **13.93 mpg.**

With headers and dual exhaust: **13.94 mpg.**

With headers, dual exhaust and modified Ford carburetor: **14.05 mpg.**

With headers, duals, Streetmaster 400 manifold and 9625 Carter carburetor: **14.09 mpg.**

With headers, duals, Streetmaster 400, 9625 Carter and jet and idle feed restriction rod changes: **14.52 mpg.**

Noise Level

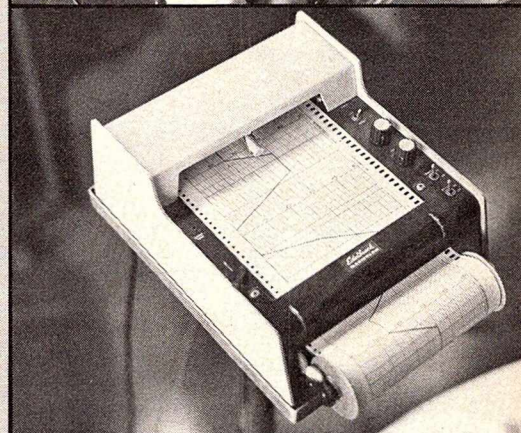
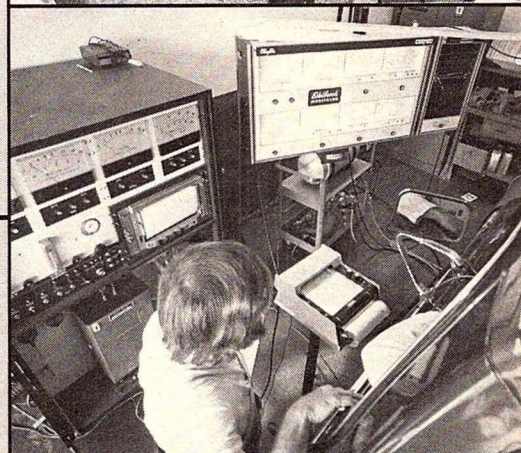
Decibel readings made following EPA guidelines and instrumentation. All readings taken at the proper angle and distance from the exhaust pipe outlet.

Stock: **92.0 DbA**

With headers and two 17-inch Turbo mufflers, no crossover tube:
Left, **90.0 DbA**
Right, **87.5 DbA**

With headers and two 21-inch California Hemi mufflers, no crossover tube: Left, **85.0 DbA**
Right, **84.0 DbA**

With headers and two 21-inch California Hemi mufflers and crossover tube: Left, **82.0 DbA**
Right, **82.5 DbA**

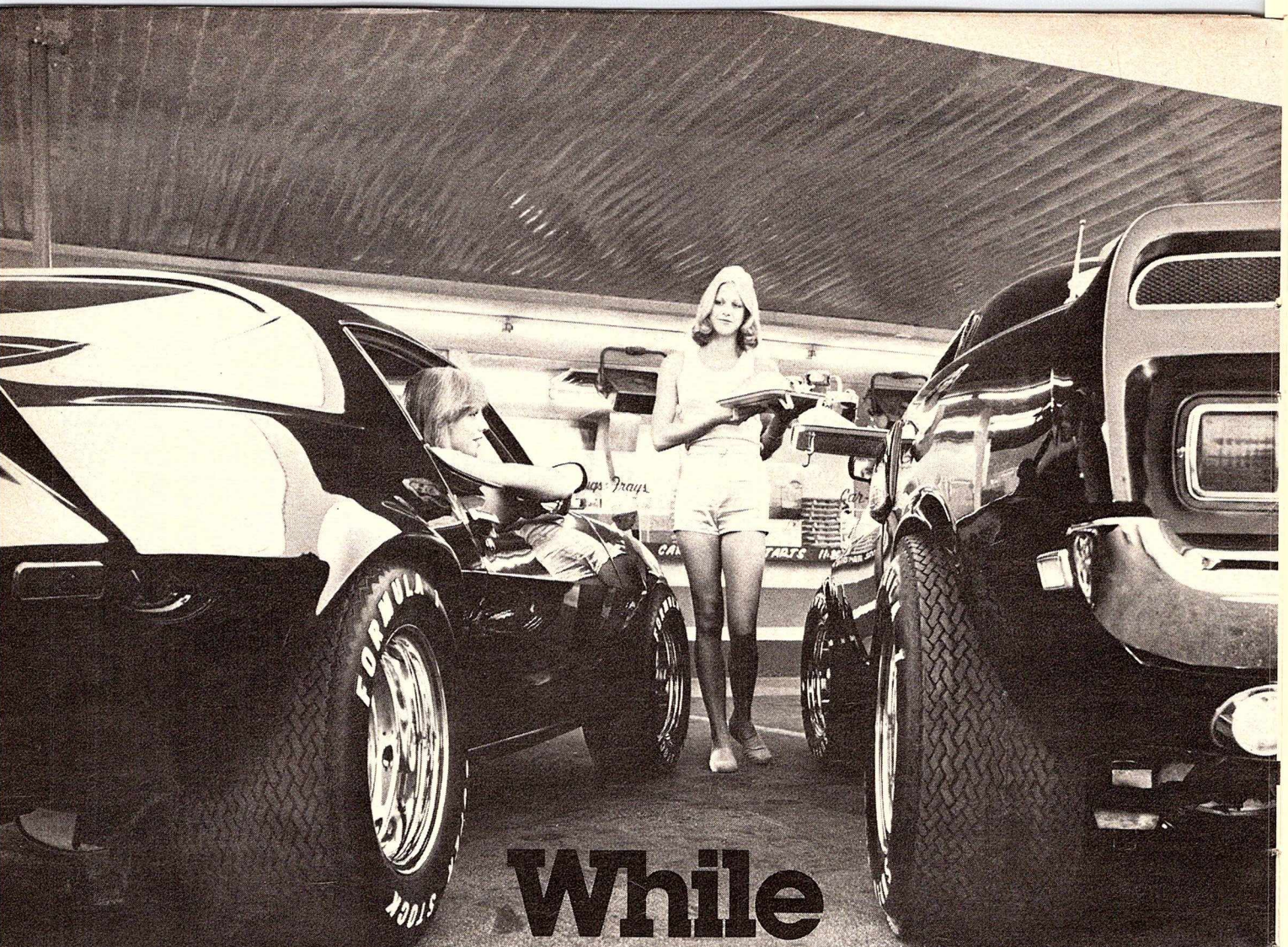


Richard Coop of Cyclone adjusts the decibel meter according to EPA specifications for the sound level testing. Edelbrock's dyno facility is extensively instrumented, with complete readouts available for almost any type of testing desired. Their "road driving course", consists of a timed paper tape and stylus which is activated by the vehicle's rear wheel speed on the dyno. The "driver" then follows the stylus to simulate actual driving conditions.

growing sales of RVs, has carried over into the sales of 4x4s. One of the reasons that few 4x4s were sold in the past is that Detroit consistently built and advertised them as solid, workhorse vehicles; any hints of comfort had to come from their owners. Now, heeding the call from the hinterlands, the manufacturers have increased their options list. One can conquer the harshest terrain while enjoying all the comforts of a Marco Polo being borne across the wilderness upon a stretcher carried by slaves.

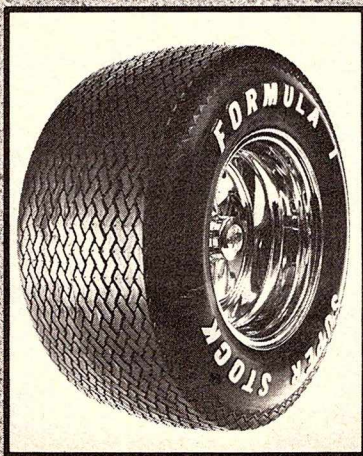
Since our insurance company maintains that we do our best driving off the road, we are therefore undertaking a new project, code named the "Boondocks Boondoggle." Many of the ideas we'll be discussing during the coming months will make your own 4x4,

regardless of its marque, more comfortable, efficient and stronger. Once able to climb a simple mound of dirt, your newly refurbished monster will be able to leap tall mountains with a single bound, ford crystal-clear streams without getting wet, and haul spring-buckling loads without so much as a whimper. Further, many of the modifications slated for the 4x4 plaything will work equally as well with a conventional



While you're "looking good," get an extra helping of mileage.

You can buy Formula Super Stocks just for show, if that's all you care about. And you'll be getting all the show you could want, with those big raised white letters and that super wide dog-bone tread design. But why not make it all pay off where it really counts? With 6 plies in the tread (including 2 fiberglass belts) and our special high-traction rubber compound, we put Super Stocks up against some of the biggest name brands, and Super Stocks delivered so much more mileage we had to do the tests over again to make sure! Recently we also proved that our 60 series tires get better traction and hooked-up much quicker than a major



competitor's 50 series. We'll send you the actual test results, if you're serious about getting the most from your tires. Just write.

For more information, a free color decal and your nearest dealer, send a large self-addressed, stamped envelope to Formula Tires, P.O. Box 44094, Dept. SB, Dallas, Texas 75234.

**Formula
Super Stock®**

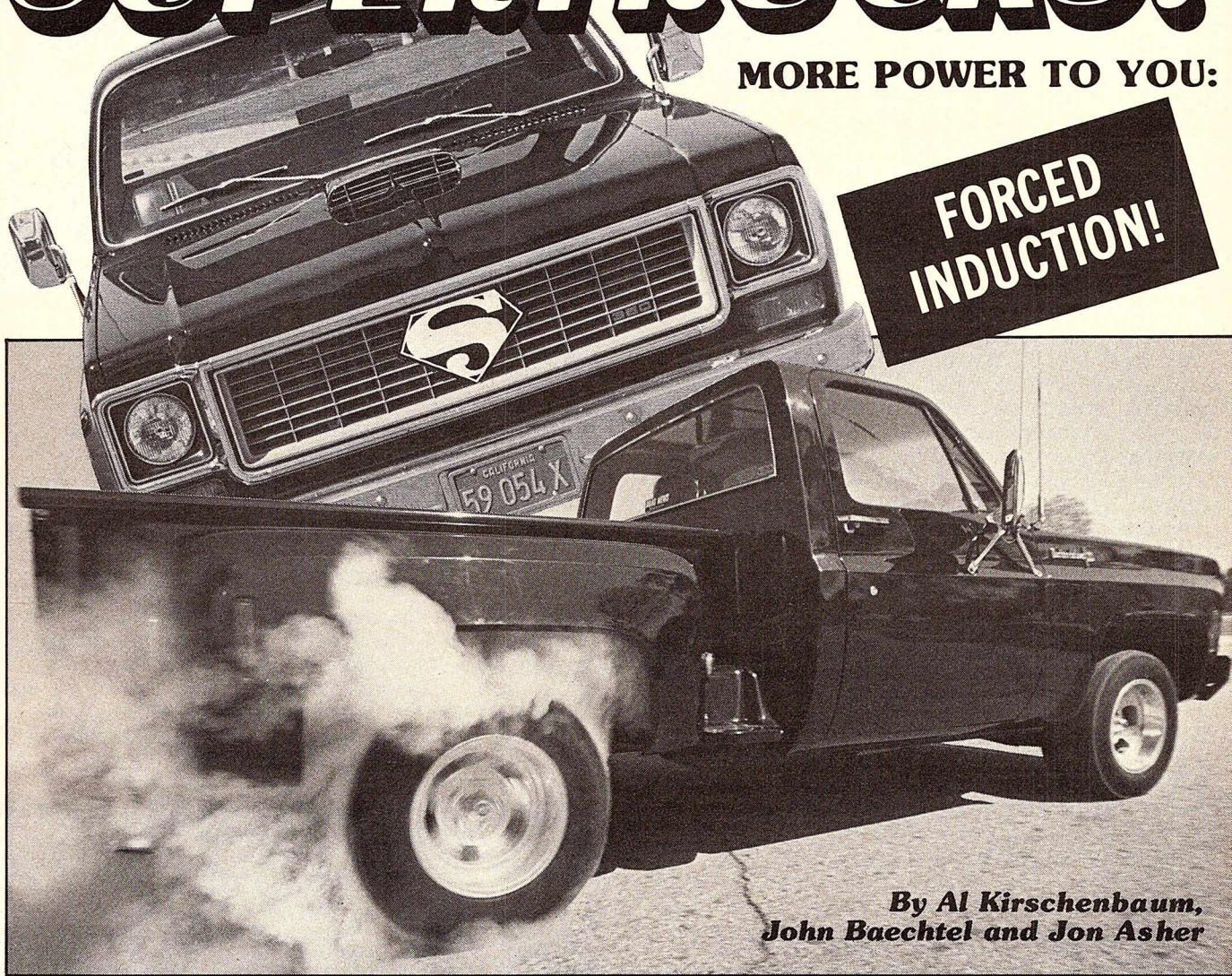


Formula Tires, Dallas, Texas

SUPERCHARGED SUPERTRUCKS!

MORE POWER TO YOU:

**FORCED
INDUCTION!**



*By Al Kirschenbaum,
John Baechtel and Jon Asher*

Put aside, for the moment, any stray notions that you may have gathered about this truck business being all fast fun. Trucks are not built for fun; they're designed as workhorses. But who's to determine just when a particular truck might be used as a tool of trade, or simply to tool around with? Fortunately, the public demand for versatile, multi-purpose vehicles now allows us to rationalize virtually any enthusiastic trucking endeavor as a multi-natured exercise. And it also appears that there are a lot of truckers out there who are agreeing with us.

The following rundown of abnormally-aspirated dual-duty truck machinery illustrates just how the big-iron can be made to haul when there's work to be done, and still be fun when an opportunity for hammer-down sport arises. And even if all of these truckers told us that they installed the extra cylinder-stuffing equipment—turbocharger or

supercharger—just for the hell of it, the very fact that we're talking truck and not car makes the entire undertaking both sociologically and ecologically more acceptable.

BLOWN STEPSIDE

When your son's a famous Funny Car driver, you can't exactly drive around town in a six-cylinder bus, can you? After all, what would people think? To solve his problem, 55-year-old Ed Pulde does his cruising in a pearl black '74 Chevy stepside that's anything but mild. Son Dale took care of that.

Dale installed a magnesium case 6:71 blower (modified by Jeff Courtie) on a Cragar intake manifold, and then fashioned the cooling water lines himself, using braided steel wherever possible. Atop the blower is a single 850

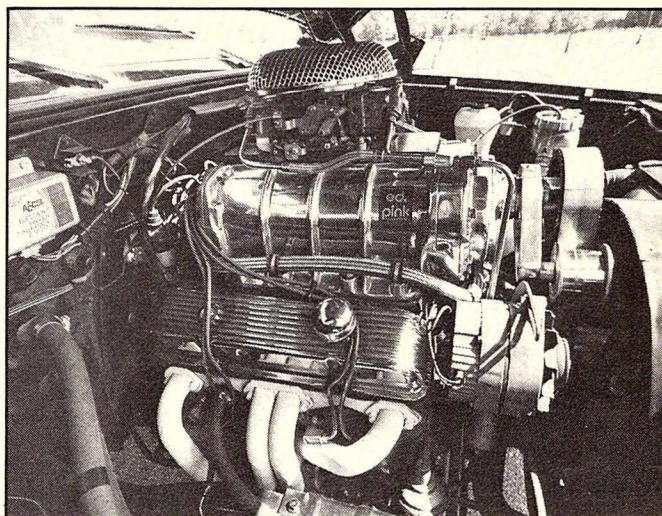
SUPERCHARGED SUPERTRUCKS!



cfm Holley carburetor bolted to a red anodized aluminum plate that Courtie fashioned. The blower drive is by Dyer's Machine Service, and incorporates all of the necessary belts to drive the power steering and stock fan and alternator. All of the interior pieces of the 350-cubic-inch engine remain bone stock, and at the last check the little monster was enjoying an amazing 15 mpg. In stock trim, with a single four-barrel carburetor, the mileage was right around 11 mpg.

Able to light up its tires at a single stomp on the throttle, the only outside indication that the engine is more than stock is the small hood scoop for carburetor clearance, and that pleasing-to-the-ear supercharger whine that every drag racing fan enjoys. No attempts have been made to check quarter-mile times, as an unlocked 3.70 gear remains in the stock rearend.

Pulde claims that after more than a year's daily use,



Pulde's truck remains very subtle, with the only visible indication that the engine compartment isn't stock being that small hood scoop. Single 850 cfm Holley carb feeds 6:71 blower, which sits on Cragar manifold and is spun by Dyer driver.

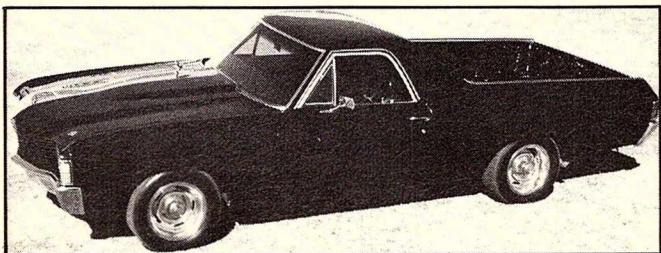
he has yet to burn a spark plug, a drop of oil, or an extra gallon of gas.

"Course, it does surprise the heck out of some of my friends now and then," he says with a gleam in his eye.

TURBO CAMINO

Jim Hanson's '72 El Camino is an exercise in subtlety. Not content to terrorize the streets in his blown, 454ci '68 Mustang, he embarked on a sincere effort to tone down his transportation a bit. It's not that the Mustang isn't a slick piece. It is, but a street-bound launch vehicle of this type has limited practicality, and often serves as fly paper for local black and whites. Fortunately, whenever Jim is stopped in his Mustang, it's because the officer wants to get a better look at the hardware. Still, Jim felt that he needed something more along the lines of basic transportation.

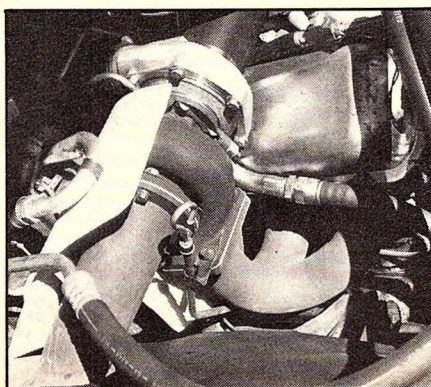
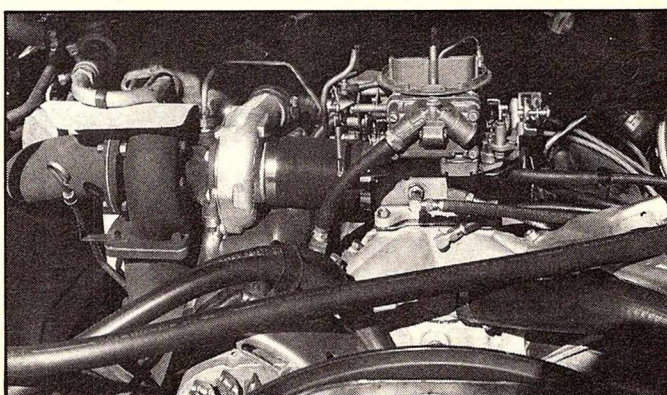
A slick deal on the El Camino started him thinking about its possibilities, and before long the new turbo motor was under construction. A fresh, basically stock 396 was the order of the day. The compression was



lowered to 9:1 and an Edelbrock Torker manifold was installed. Valve action is handled by a factory 325-horsepower cam with stock valvetrain.

A Turbosonic system supplies the boost. The quality of the installation is something you might expect from a street rodder type rather than an ordinary street freak person. Jim's idea of toning it down is merely to get it

all under the hood where nobody can see it. He estimates that he has about 200 hours in the exhaust system alone. It is custom fabricated from heavy-wall industrial pipe; a more impressive header system you will never see. After the turbine housing, the exhaust runs through 3-inch tubing down through the right fenderwell, where it splits through two Hemi mufflers. All the



Overall installation is super sanitary. First class parts are used throughout. With the air cleaner in place it takes on the appearance of a factory setup. Nearly 200 hours of labor went into the fabrication of this custom header system (left). It is constructed of 1/2-inch-wall industrial tubing elbows.

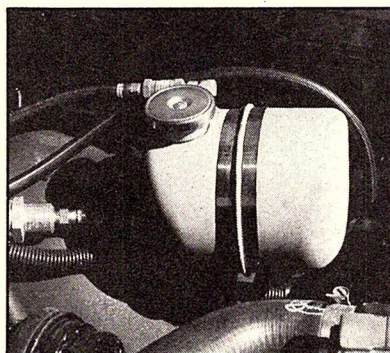
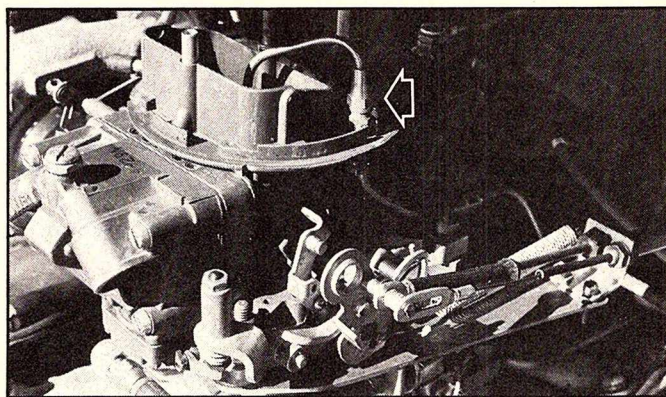
SUPERCHARGED SUPERTRUCKS!

plumbing on the engine is either steel lines or top quality hoses with special fittings. He fabricated a carburetor bracket to mount the throttle linkage and transmission kickdown switch. A homemade water injection system utilizes an Accel boost pressure sensor to start the water flowing through a nozzle in the carburetor air horn.

The car's air conditioning unit is intact even though it is on the same side as the turbo. Jim fabricated an asbestos and aluminum heat shield. He sandblasted the aluminum, which gave it a custom appearance, and then mounted it between the turbine exhaust system and the air conditioning components.

A B&M Turbo 400 transmission and Holeshott convertor transmits the power to the stock rearend. Jim's plan was to keep the rest of the car as stock as possible to avoid problems. When he first got the car it was a bit rough, so he toiled long hours repairing minor body damage and prepping for paint. It's now a uniform, glossy black. Stock Chevrolet Corvette rally wheels mount radial T/A's, and lend just the slightest bit of a custom touch to the car.

It looks like a well-maintained El Camino on the surface, but it's a charade. Jim has that turbo making upwards of 15 pounds of boost, which is enough to fry those T/A's right down to the cord. The real satisfaction, though, seems to come from just knowing how cherry it really is. After all, he still has his Mustang for land speed record attempts.



Custom fabricated mount for the throttle linkage (top) also mounts cruise control and switch for water injection. Arrow denotes water injection mounted to the carburetor air horn. A Corvette auxiliary water tank (bottom) serves as a reservoir for the water injection system. When the turbo makes boost, it pressurizes the tank and a one-way check valve delivers the water to the carb.

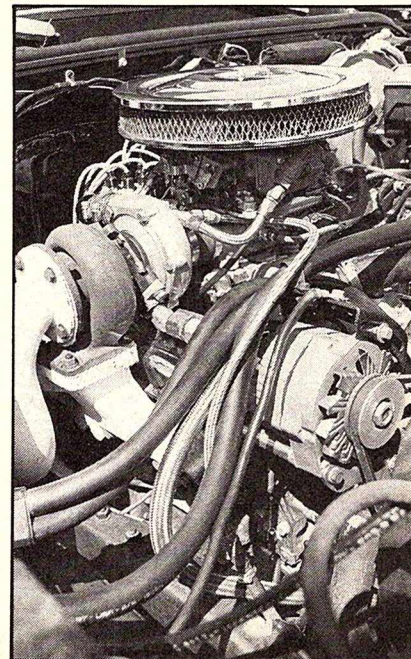
TURBO TRUCK

Steve Sanett's turbocharged C-10 Chevrolet functions for him at both work and play. The rig's more serious duties include hauling a Sanett-built Formula 5000 racer to road courses 'round the country.

Mile-high stance is via a Hickey suspension system and Gabriel adjustables. Painted Americans are a nice touch; 16.5-inch rims carry Armstrong Rhinos. Hobrecht rollbar mounts a brace of KC auxiliary lamps. Silverado trim option could pass this truck off as a luxury car. Turbosonic system is mass-produced for small-block Chevys and Steve used his Formula 5000 smarts to put it to work in his truck. A Holley System provides the mixture and a retard module-equipped Accel sparkler fires it.

And living in Southern California, much of Steve's playtime sees the truck taking to the hills to enjoy the pleasures of all the local wilderness areas. In both applications, the turbo's scavenging boost adds immeasurably to the rig's versatility. It tows any practical load with ease, providing gobs of horsepower upon demand. Air-conditioning intact, the truck can also play grocery getter—idling smoothly and mileaging well within reason—and with the exception of its mile-high stance,

continued on page 134



TRUCK STOP

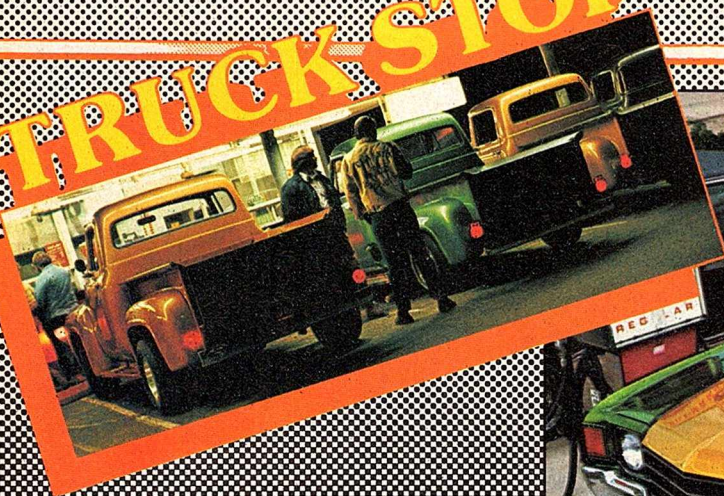


PHOTO BY STEVE STATER

PHOTOS BY
JON ASHER

TITLE PHOTO
BY RICK
RICKETSON

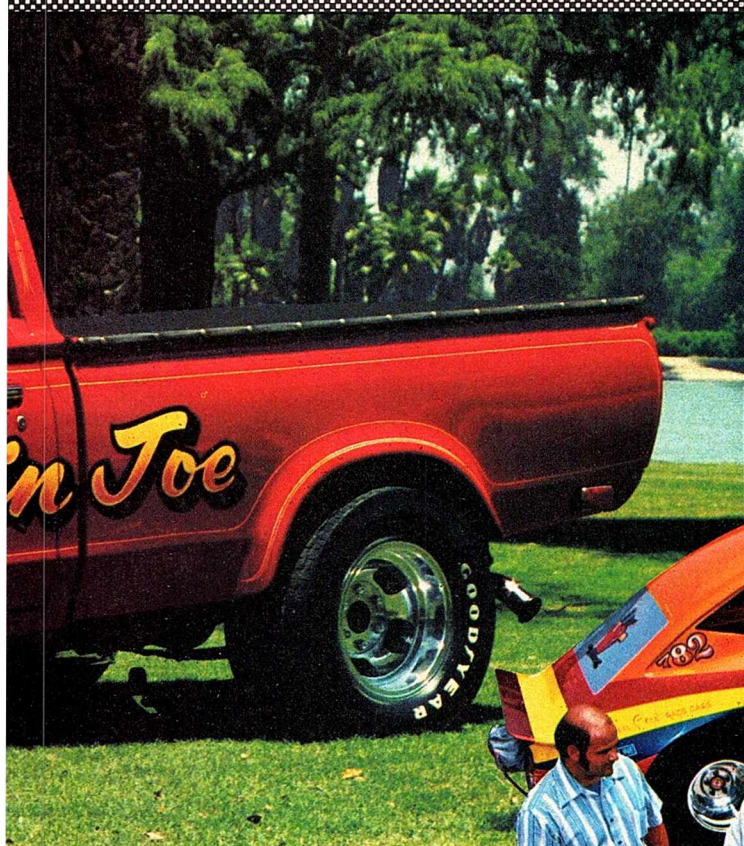
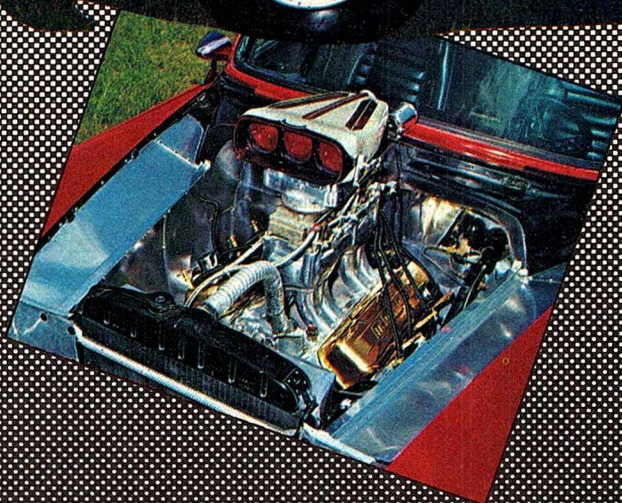
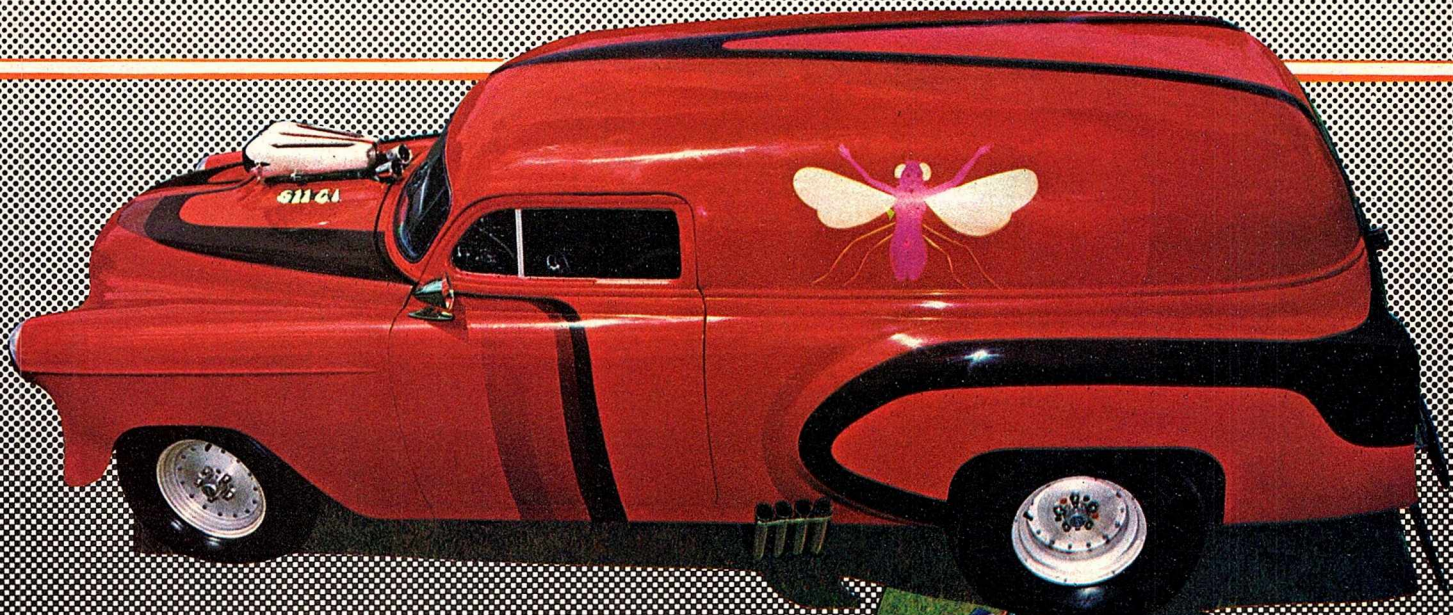
Arlyn Fulk is one of the officers in the Street Machines Ltd., the host club for the Street Machine Nationals in Indianapolis this month. Arlyn will be making the trip to Indy from his home in Cayuga in his supercharged small-block-powered '72 El Camino.

Rick Hacker's Black Bart '75 Chevy stepside from Hamilton, Ohio is neat, clean and functional. Rick had the truck painted by Charlie Brewer, and Coy Sweet did the interior work.

Joe Sarracino of Fontana, California has created a masterpiece with his killer mini-truck. A Datsun in disguise, the Porsche red paint was applied by

Falluccas Paint & Body Works, while the lettering and mural were applied by McPeak's Customs. The injector stacks, while neat looking, aren't the real thing, as beneath that steel hood there beats the heart of an almost stock Nissan powerplant.

Pat Crafton's zany '54 Chevy Sedan Delivery has had the top "hammered" 4 inches and the itty-bitty stock six-cylinder discarded in favor of a dual carbureted 454 cubic inch '76 vintage. Pat's neighbors in Kettering, Ohio have become somewhat accustomed to his oddball machines. After all, he's built about a half dozen of 'em during the last few years.



Vic McBeth's outstanding '69 Datsun was 4 years in the making, and couldn't have been completed without the help and guidance of Vic's auto shop teacher, Funny Car owner/driver Gary Densham. The truck is now powered by a 337ci Chevy small-block engine backed by a Turbo 400 transmission. Most of the stock frame has been discarded in favor of rectangular tubing. A Chevy rearend has been narrowed enough to fit the wheels in their original locations. Densham is almost as proud of his former student's project as he is of his own potent machine.

TRUCK STOP



Our own '77 Datsun mini-stepsides is the grand prize to be awarded to some lucky entrant at the CC Street Machine Nationals on the weekend of June 23rd thru the 26th in Indianapolis, so don't miss out on your chance at Indy. Neil Barnette's quality '58 Chevy Apache has won more trophies than he and his son Rick can shake a stick at. From its beautiful laguna brown exterior paint by Sonny's of Gardena to the Hawthorne Interior leatherwork, this truck is a work of art. A '63 small-block engine provides more than enough power for this Torrance, California showpiece.

The chances are excellent that... You have a talent other people are willing to pay for!

You're "handy" around your house, have the ability to fix things, and "make them work right"... that's why there may be a rewarding career for you in Electronics.

A career in Electronics?

Absolutely. Because you're interested in *things*. How they work. Why they work. How to take them apart and put them back together. Plus . . . you've got a head for detail work.

Your chances are excellent

With the right kind of *specialized* technical training, you can have a challenging, financially rewarding future waiting for you in Electronics. Think of the career opportunities . . . computers, aerospace, 2-way radio communications, radio/TV broadcasting, medical electronics, to name just a few.

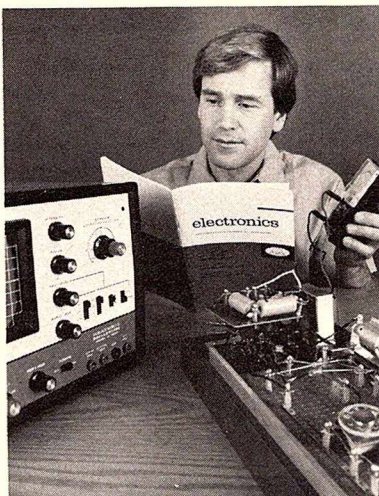
And, surprisingly, you don't need a college degree!

All you need to do to qualify for one of these exciting career fields is to build upon the technical aptitude you already have . . . just put your hands and your head to work with a CIE Electronics career course.

You learn by doing

The CIE method of instruction is the refinement of over 40 years of Electronics, independent home-study experience. It works. And you don't need *any* prior electronics experience. A CIE *career* course can take you from ground zero right up to training in Lasers, Microminiaturization, Radar, Analog Computers, and various applications in Communications.

In some CIE courses, you'll perform "hands on" experiments and tests with your own CIE Experimental Electronics Laboratory. And, if TV technology and digital Electronics are your main interest, you can select from several courses that involve working with and



troubleshooting a TV. (And the TV is yours to keep, too!) This combination of "head and hands" learning *locks in* your understanding of the crucial principles you'll use on-the-job in your new career. But, don't kid yourself . . .

Electronics is not an "easy" science and CIE courses are not "snaps." Subject matter is technical, thorough, and challenging. It has to be. We're training you for a *career*. So the presentation of ideas is logical, written in easy-to-understand language . . . you progress step-by-step, at your own pace.

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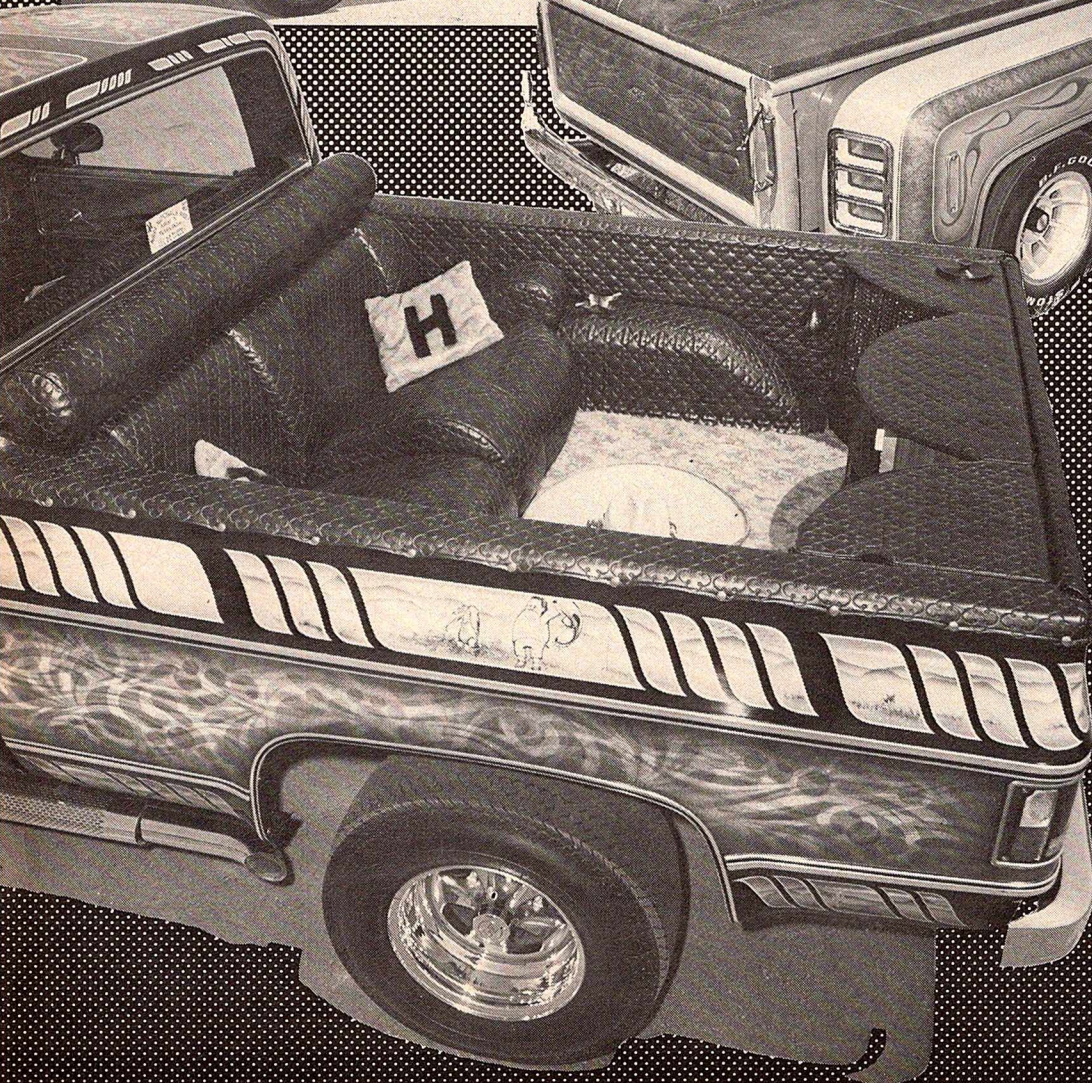
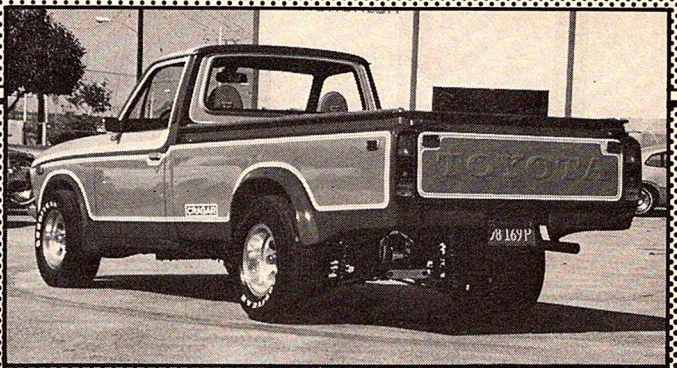
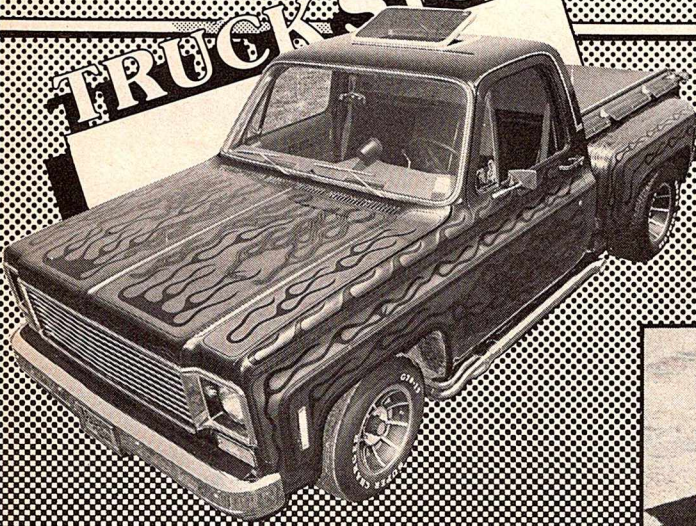
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Check box for G.I. Bill information: ☐ Veteran ☐ On Active Duty

TRUCK STOP

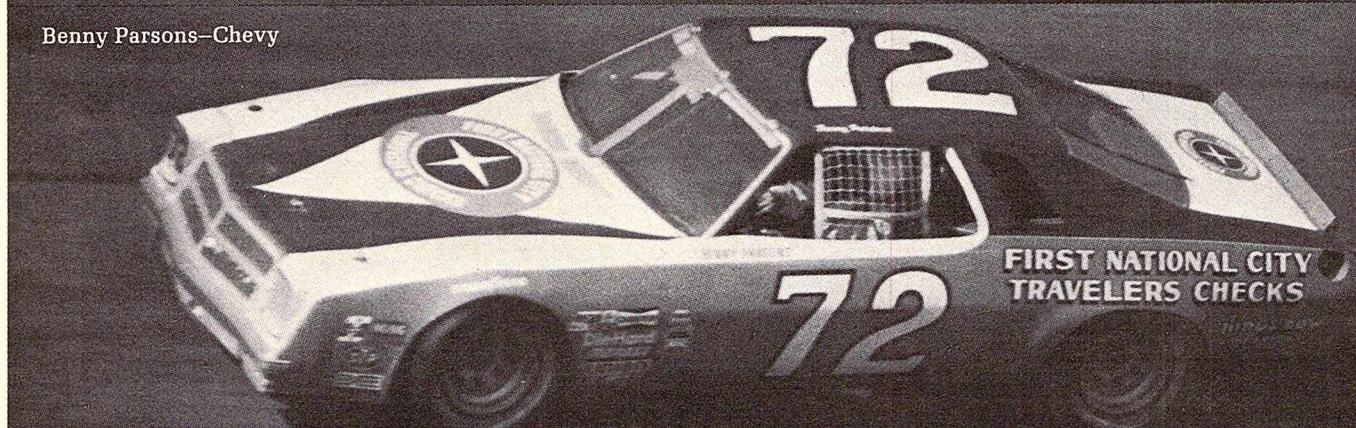


Clockwise from top left, Tom Ewer's Peru, Indiana-based '76 Chevy stepside was painted by its owner, and includes a Russ Wormula-executed interior. Don McCain's California Toyota has a turbocharged engine and independent Jaguar rearend. Gary Hooker's El Camino from Ontario, California has been outfitted with a custom designed spoiler built by the firm bearing his name. Another Peru, Indiana resident, Greg Fleener also did his own painting and, again, Russ Wormula did the leather work. Canadian Dave Hawthorne's outrageous '75 Fleetside is the ultimate in cruiser pickups. Ken Kay did the painting, and Hamilton Car Upholsterers of Hamilton, Ontario did the box interior.

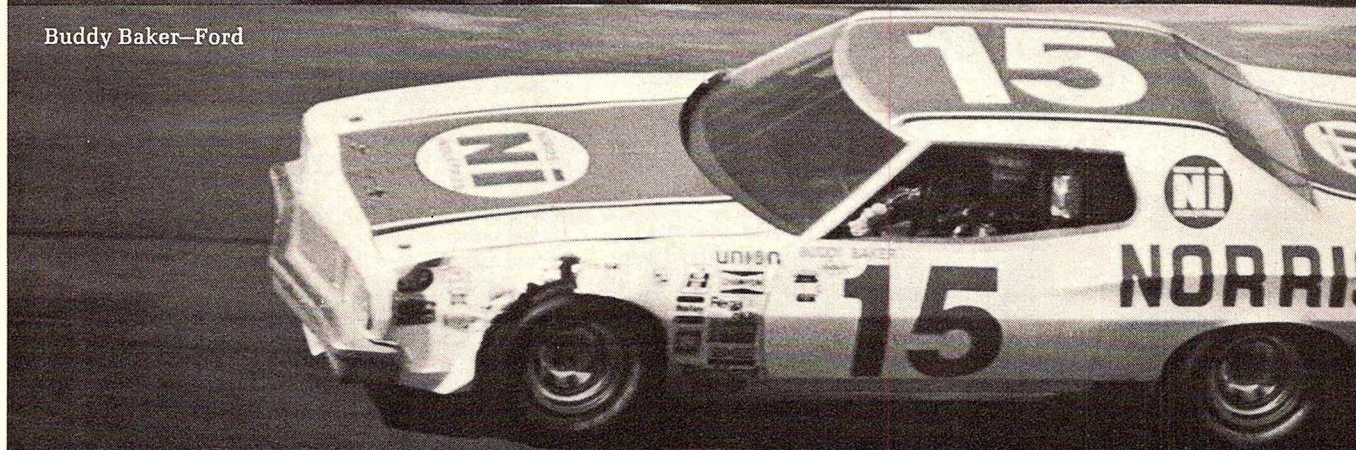
Cale Yarborough—Chevy



Benny Parsons—Chevy



Buddy Baker—Ford



Chevys and Fords don't come with Champions. But they sure go with Champions.

It's no secret that Chevys come equipped with AC's. And Fords come with Autolites.

But when NASCAR Chevy and Ford drivers are out to win races, they change all that.

They put in Champions.

That's what happened at this year's Daytona 500. And Cale Yarborough's Holly Farms Chevy swept him to his second Daytona 500 victory—at over a 153 mph average.

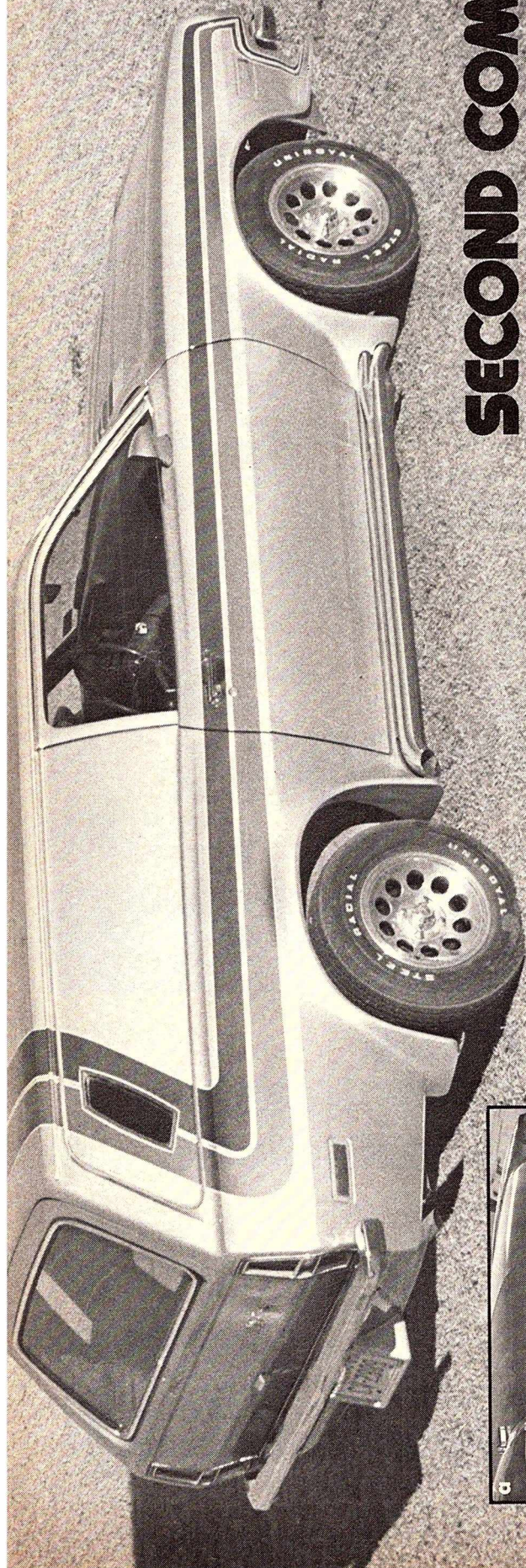
Benny Parson's Chevy did well too—it finished just 1.3 seconds behind Cale. And Buddy Baker's Ford nailed down the No. 3 spot.

Matter of fact, Champion-equipped Chevys and Fords also finished fourth through tenth in Daytona's 42-car field.

All of which show that Chevys and Fords go with Champions like Cale goes with NASCAR. And that's a winning thought to take with you—the next time you buy plugs.



Fill 'er up with Champions



SECOND COMING

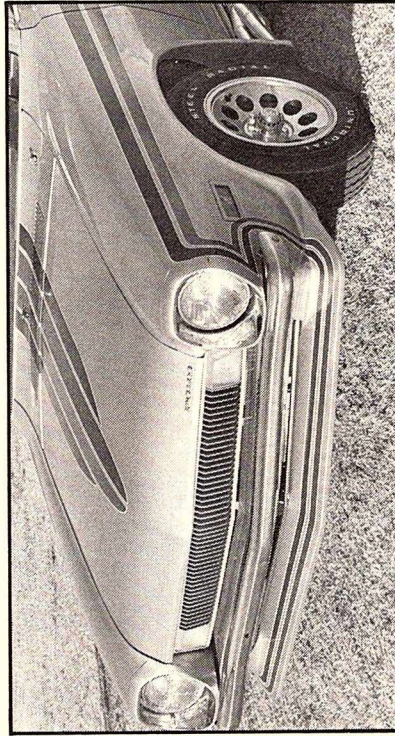
A READER DOES IT RIGHT

We get letters from the strangest places. Olly Olivass of Norman, Oklahoma, contacted us with some photos he'd taken of his own version of our recent Vest-Pocket Van project car. No stranger to bodywork and custom car building, Olivass has had three of his previous efforts featured in Petersen Publishing Company magazines, the first of which appeared 'way back in the August 1953 issue of *Hot Rod Magazine*.

Conceding that his odds of winning the Vest-Pocket Van were rather slim, Olly converted his own '72 Pinto wagon into a similar machine with the help of a welding torch, a hammer, sheet metal snips and the roof panel from a '61 Chevy Biscayne. By carefully cutting this one panel into the appropriately sized pieces, he was able to form the side panels, spoiler, fender flares and headlight extensions.

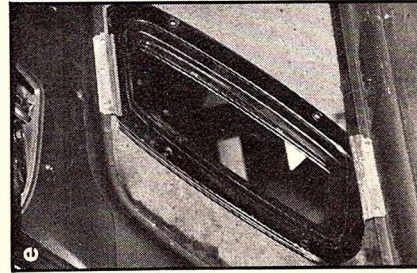
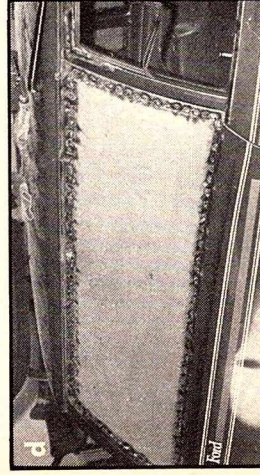
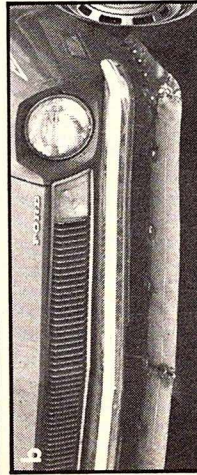
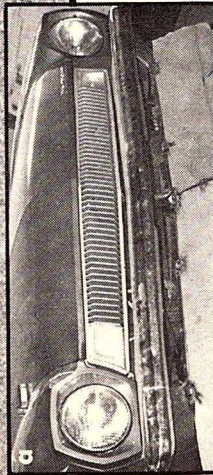
A wrecked Monza provided the wheels and racing mirrors, with the wheel stud holes slotted $\frac{1}{8}$ -inch to fit onto the Pinto. The windows in the side panels were scavenged from a discarded Mercury Cougar, and the final painting includes Dupont Imron supplied by Olly's good friends at Palace Auto Supply.

Frankly, we like this guy's style. Figuring he wouldn't win the original, he built his own Vest-Pocket Van. 



A) The edge of a Chevy top was used for the spoiler. B) Trimming and wrap-around completed, the final step was to braze a $\frac{1}{8}$ x $\frac{1}{2}$ -inch flat strip on the edge for reinforcing and finish. C) The finished spoiler blended into the fender. Headlight extension was shaped to hold '76 Vega trim. Other pieces of roof panel were used to form flares to body. Sidepipes are located so that they can be made functional if needed. D) '61 Chevy top panel was used to fill in rear windows. Note spot brazing to avoid warps. E) Cougar windows were placed at a vertical slant and held in place by pop rivets.

PHOTOS BY OLLY OLIVASS



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RAINSVILLE

BONIN SWIMS TO HIS FIRST MAJOR TITLE AT THE GATORNATIONALS

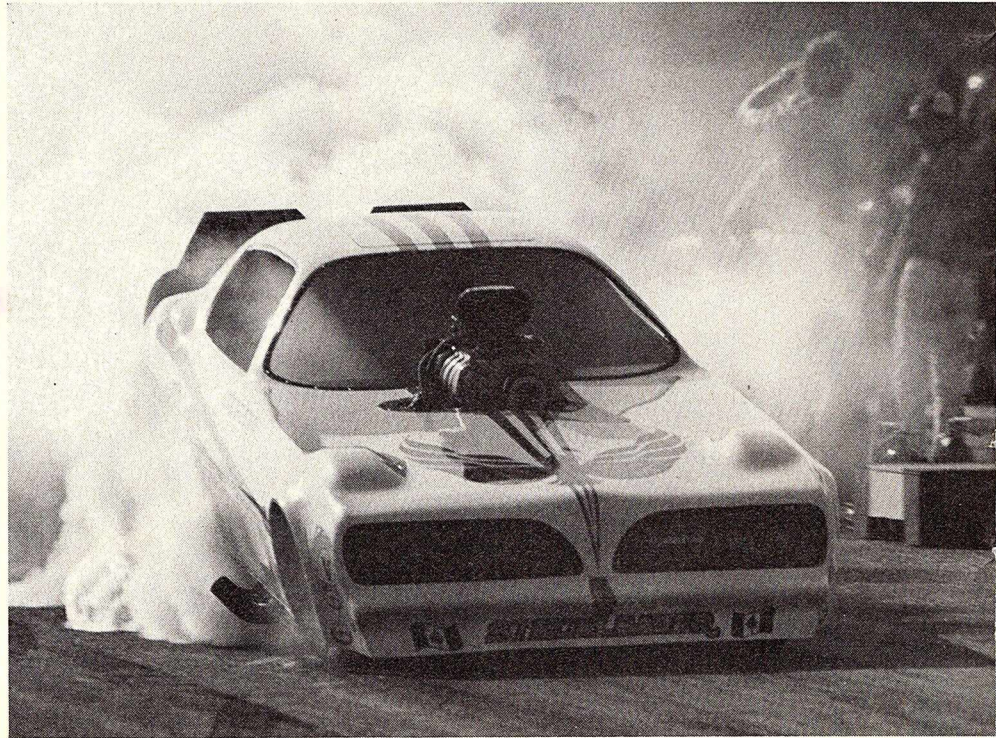
Pity the poor Easterners. They fled their homes to escape sub-zero temperatures and mountains of snow, but the Gatornationals didn't turn into the sunny Florida vacation they imagined. While most of the northern half of the country basked in a heat wave, Florida was being inundated with enough rain to float a hundred arks. Only Wednesday, the day before the start of the race, was really nice. During the event itself, the skies alternated from a uniform gray to just plain rain.

Gainesville Raceway, once one of the premier tracks in the nation, seems to be in need of new pavement. Its coral shell-impregnated asphalt seems to have lost its edge. Not that the NHRA track crew didn't try, of course, but there's only so much you can do if the basic ingredients no longer exist. Despite the number of quality cars on hand, only Top Fuel winner Don Garlits managed to run in the five-second bracket; twice during qualifying, and then again in the second round of eliminations. Garlits appeared with his '75 machine and an aluminum Keith Black late-model engine in

place of his new Donovan. The "wide" '76 car, designed to accommodate the Donovan, had enough broken frame rail pieces following the Bakersfield race to keep it out of action, and the endless tow from California left no time for the necessary repairs. None of

Garlits' older cars will accept the wider Donovan block, so he was forced to use a late-model replica.

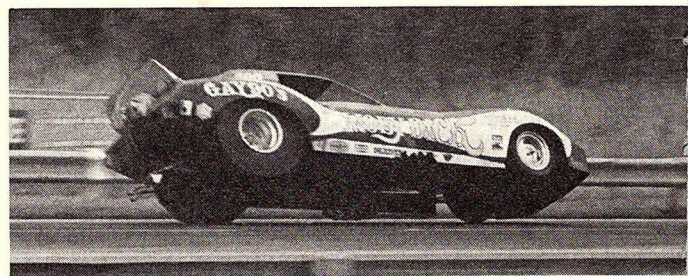
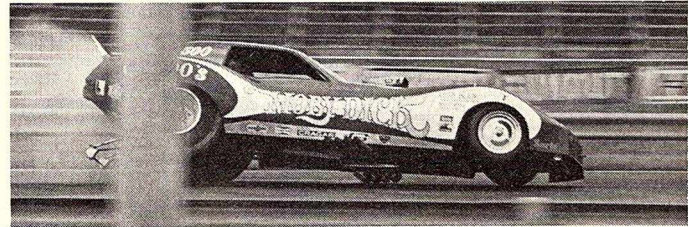
For a time it appeared that Clayton Harris might back his way into the winner's circle, as he did at the Summernationals a few seasons back. In the first round, with Harris'



Gordie Bonin's Firebird smoked to its first major win with impressive ease, notching the event's quickest time (6.19) along the way.



Roger Lindamood races at no more than a couple of major events each year, and it's been eons since he lasted past the first round. He made it to the finals this time, but a broken engine gave Bonin an easy single.



Jerry Boldenow and the Moby Dick Corvette ended up in the swamp at the end of the track after this almost-upside-down qualifying pass on Friday afternoon. Although heavily damaged, the car will be rebuilt.



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RAINSVILLE

car emitting death smoke from every conceivable orifice, number two qualifier Shirley Muldowney redlighted. In the second, Tom Kaiser committed the same miscue. Finally in round three, Harris made his burnout against Paul Longenecker, got lost once again in his own cloud of engine smoke, and

decided to call it quits. Pat Dakin, driving a new Don Long machine of G.L. Rupp, eventually faced Garlits for the money. They ran well, but a 6.33 was no match for Garlits' 6.00.

Gordie Bonin dominated Funny Car right from the opening moments, qualifying in the No. 1 slot with a 6.26, and running quicker than anyone else in each round. His best was a stunning 6.19 against Gary Burgin's new Monza in the second round, yet his final round effort was

only a 9.56 as opponent Roger Lindamood was unable to appear. According to the rumors floating through the pits (and there was certainly enough water around for that—it had rained until noon on Sunday), first alternate Billy Meyer had offered to "buy" Lindamood's spot in the show, and the aging veteran of the match race circuit had refused. He singled in the first round when Rick Johnson's car lost fire,

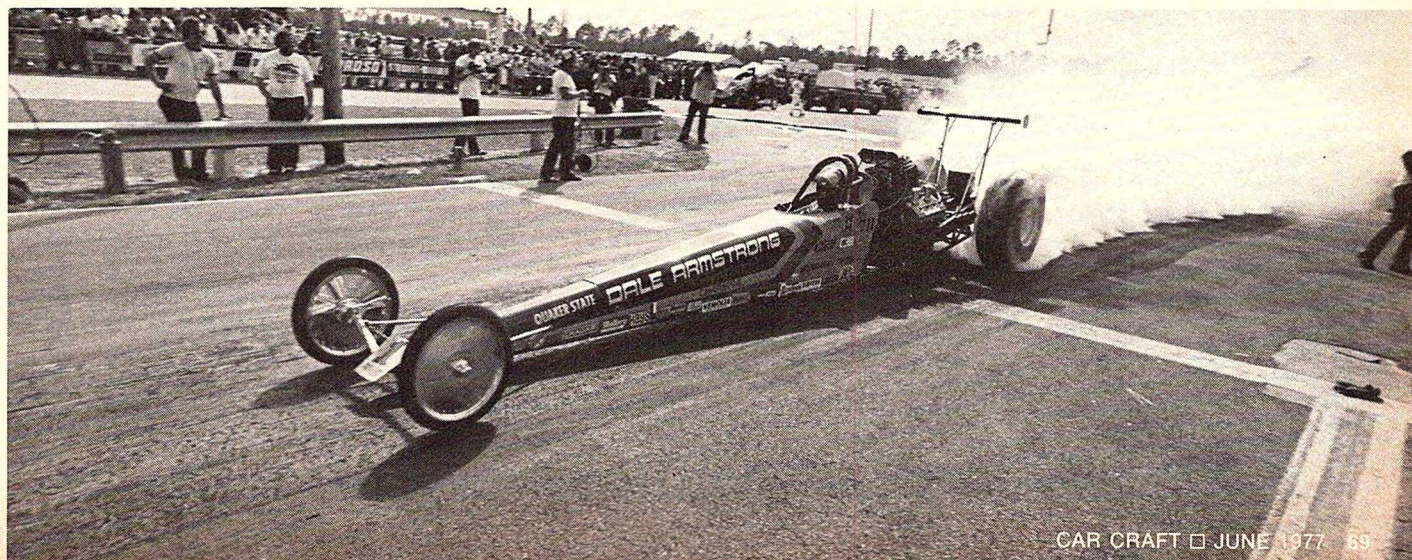
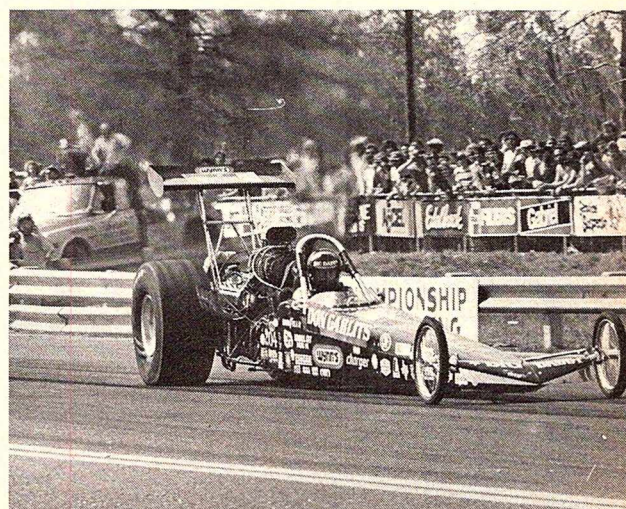
continued on page 125

Don Nicholson smoked his way to the top in Pro Stock with his freshly painted and lettered Mustang. He made up for his foul at Pomona by having Larry Lombardo redlight against him in the semifinal round.

Booth's Hornet, being steadied in the bleachers by crewchief Dave Tratechoud, would have been a strong opponent for Nicholson in the finale, but it spit out a couple of rods in the semifinal round and couldn't return.

Don Garlits' '75 car, complete with aluminum late-model power, stormed to an easy Top Fuel win on its home grounds.

Dale Armstrong's Pro Comp win came as no surprise, as he was the quickest in the field from the outset.



Midwest

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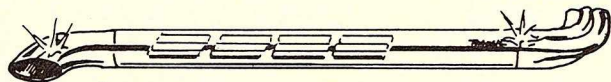


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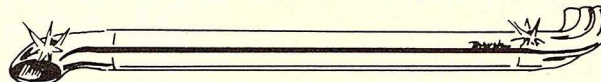
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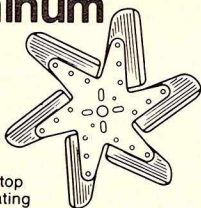


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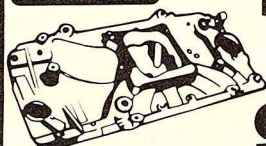
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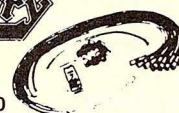
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DIAL-A-WIN

THE ADVANCES AND ADVANTAGES OF THE MOPAR AUTOMATIC

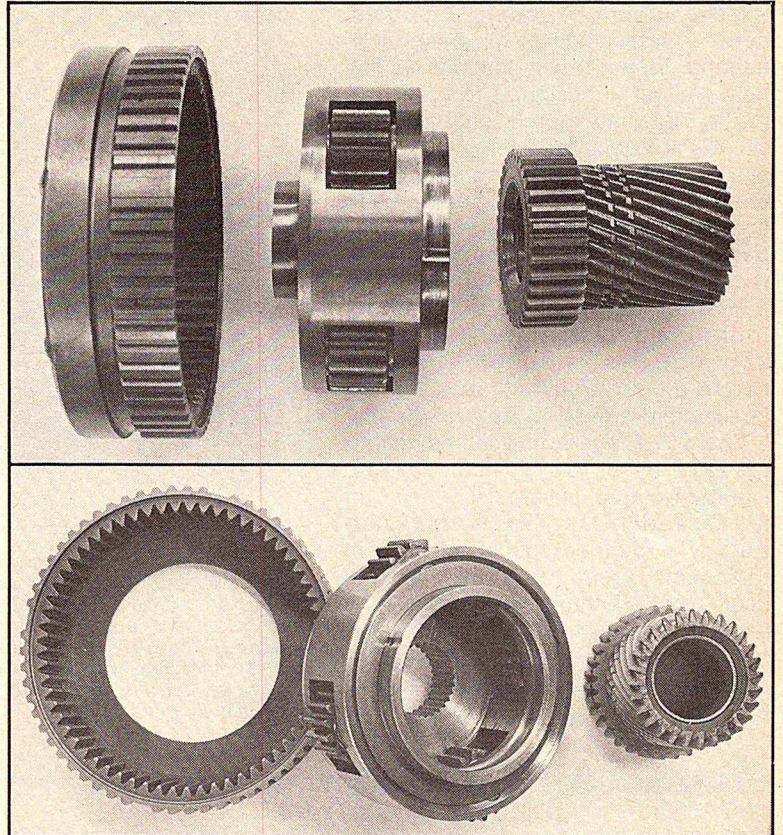
By Al Kirschenbaum



Gearbox science is always in a state of revision; both automatic and manual designs are constantly being altered, improved and updated. Fifteen years ago, at a time of serious production line rivalry, the three-speed Torqueflite led street and stocker science by consistently out-performing everyone's contemporary manual gearboxes. It was an advantage which kept Chrysler in the winner's circle and customers in their showrooms for a good number of years. Four-speed technology eventually displaced the Torqueflite as the hot setup, until a few years later when loose torque converters and G.M.'s Turbo-Hydro came along to revive the automatic's dragstrip advantage.

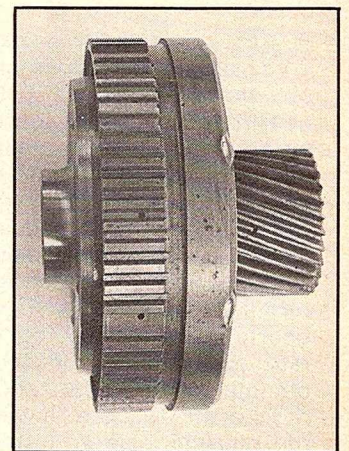
Research continually shuffles the efficiency lead back and forth as new gearboxes and accompanying systems (wet and dry couplings, gear change mechanisms and metallurgy developments) advance the performance of our favorite transmissions. And though we'd all like to think that it's racing that really improves the breed, it's usually the extra-duty and economy requirements which actually dictate developments of consequence.

Following in a natural engineering progression, a recent improvement made to the Torqueflite automatic—the availability of a 2.77 first gear/1.55 second gearset to complement the 2.45/1.45 stock ratios—is



The Direct Connection's 2.77/1.55 gearset package contains a truck-based annulus gear (left), an all-steel four-planetary carrier and a restructured sun gear (right).

consistent with the current standard-shift practice of stacking all the gear changes as close to the starting line as possible. Chrysler and B&M transmissions actually worked on odd-ratio Torqueflites as far back as 1969 when their efforts were directed towards the factory NASCAR program. The big stockers occasionally found themselves on road courses where it was proposed that a close-ratio automatic might offer some advantages. Ratio swapping was also attempted in the radical Torqueflite-equipped Novi cars at Indy in 1970. But the current low-geared Torqueflite is actually an outgrowth of an economy investigation. Product planners, intending to adopt shorter final drive gearing (along with the attending lower rates of fuel consumption and engine speed), wanted to maintain high overall breakaway multiplication by using steeper transmission ratios.



The front half of a Torqueflite's planetary geartrain is very compact.

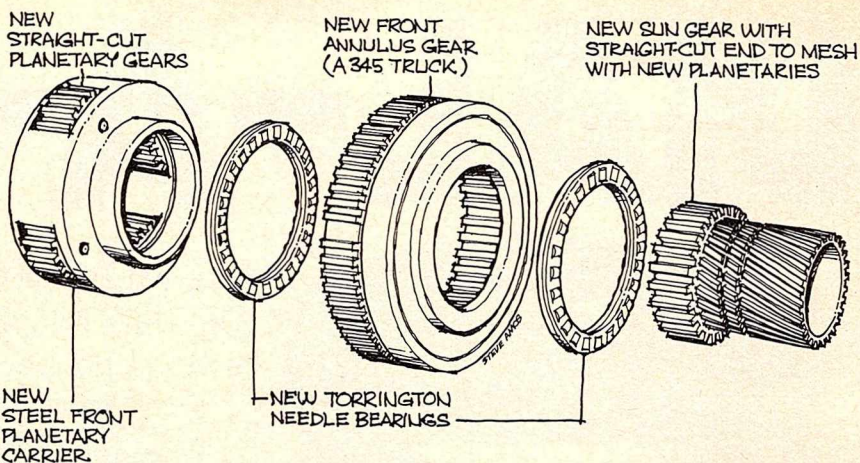
DIAL-A-WIN

This passenger car crew subsequently rejected the lower 2.77/1.55 gear-set because of the straight-cut gears' objectional noise level. But the Direct Connection parts guys, always looking for a few extra tenths, and with little concern for a few stray decibels, were quick to grab the short gearing advantage.

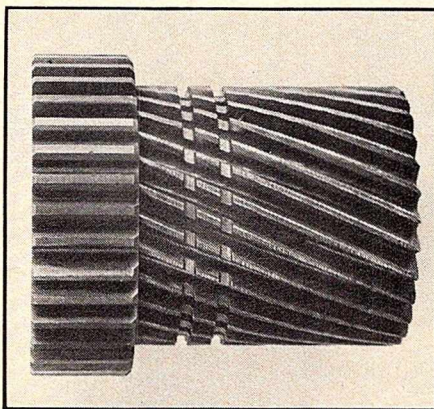
To clear up any confusion regarding the various Torqueflite models, here's a translation of all those engineering identification numbers. The new gearset is designed for use only in the 727, and there's only one basic 727 Torqueflite. There was, however, a limited production version of that Torqueflite, a 727B, once used behind production Hemis and six-barrel big-blocks. It incorporates a wider front clutch retainer and four planetary carriers to increase its torque capacity. But in most applications—stocker through econo-digger—narrow-band wedge boxes have proven to be sufficient.

The 727A gearbox itself is distinguished by a flat vertical surface along the right side of the front of the case while the 727B is characterized by a rounded section of case in this same area. The 727A box is used mostly behind production 340s and 360s, while the 727B is primarily a B-motor unit which is further characterized by a top center case-to-block bolt hole.

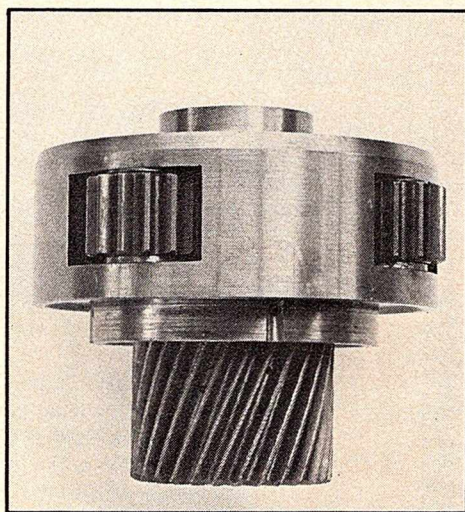
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2.77/1.55 TORQUEFLITE PLANETARY GEARTRAIN (A727)



The new sun gear combines a section of fresh, straight-cut 8620 steel, pressed and furnace-brazed onto the annealed, machined end of a production truck gear. In early selective-ratio Torqueflites, this dual-element gear was assembled with snap rings, but this new unit is idiotproof and infinitely more durable.



Straight-cut section on the sun gear's big end is accommodated by four planetary gears inside the steel carrier.

PLANETARY EXPLORATION

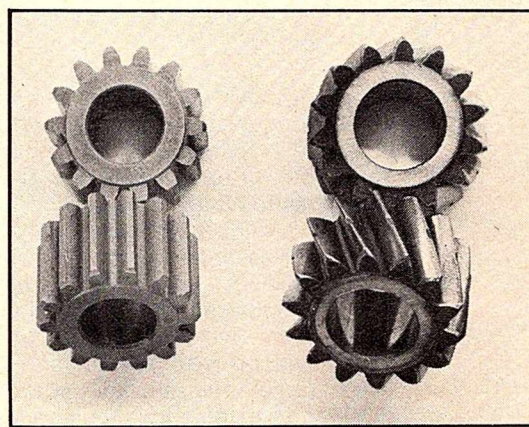
Explaining geartrain theory

Most domestic three-speed automatic transmissions are based on what's known as a Simpson geartrain. Developed in the 1930s by an engineer of the same name, the dual planetary/common sun gear arrangement allows three forward speeds, neutral and reverse to fit into a very compact space. And while he was at it, Simpson also formulated comprehensive gear charts listing every conceivable ratio combination produced by two planetaries. Practical ratios in today's automatics are limited only by the physical size and strength of the required gears. As a planetary design ratio approaches a theoretical 2:1, for example, the sun gear will become unmanageably large while the planetaries dwindle toward invisibility. Aside from being a dif-

ficult combination to squeeze inside a gearbox, the strength limitations of such an unlikely mechanical combination make the 2:1 ratio impractical.

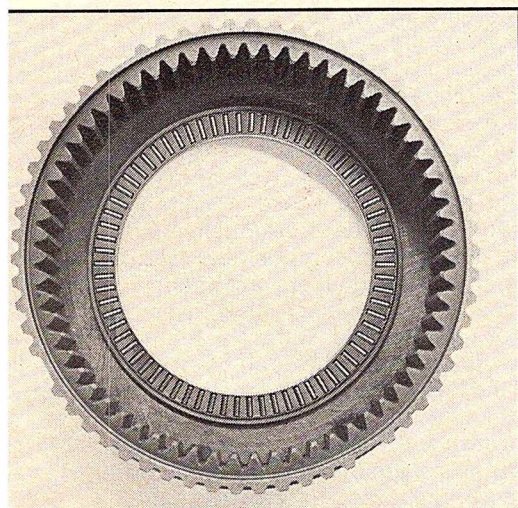
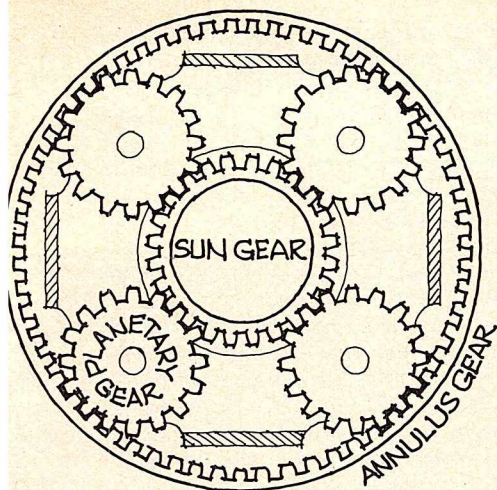
According to the Simpson plan, identical front and rear planetaries will produce a first gear ratio equaling the second gear ratio plus the number one. Only when the planetaries are of two different types can a lower first gear ratio be obtained. Current metallurgy and the Simpson planetary plan limits anything making serious horsepower to a 1.55:1 maximum. And consulting Simpson's combination charts indicates that the optimum 1.55 front planetary ratio will produce this latest automatic advantage—a 2.77:1 multiple in first.

But with the new lower gears in a good gearbox behind a monster big-block, the ratio drop in the one-two shift would probably rip the splines right out of an aluminum carrier just as the Funny Cars'



Straight-cut planetary gears (left) are stronger, noisier, easier to produce and they reduce end thrust and eliminate the need for heavy carrier washers.

torque did to the production parts back in the late Sixties. Following the same plan now as they did then, the new B&M carriers are of all-steel construction. They support straight-cut rather than helical



Inner face of the truck-based annulus gear is machined to accept a Torrington needle bearing.

planetary gears which both reduces end thrust and eliminates the need for heavy-duty carrier thrust washers. Thrust plates are now used instead and there are also machined provisions for Torrington needle bearings. These extra-duty rollers also increase a unit's torque capacity and actually eliminate the need for the production-style oiling holes (which are too tough to drill anyway) in the new sun gear. This new gear is composed of a fresh 8620 section (the straight-cut big end) pressed and furnace-brazed onto a machined and annealed stock, helical-cut gear.

Even with a tough truck heritage, the A345 Torqueflite annulus gear that's included is relieved to accept a needle bearing to help handle the load. And this total combination of slick engineering, shiny hardware and any e.t. advantage that they combine to produce, will only set you back the cost of a good gearbox itself.



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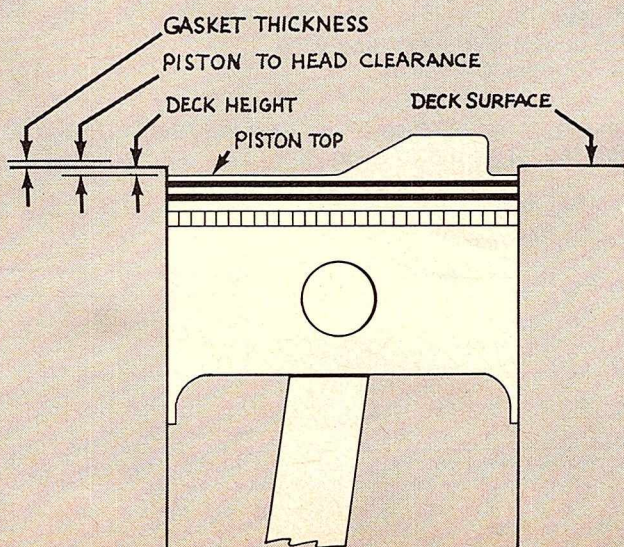
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CHEVY GASKET GUIDE

HOW TO KEEP YOUR HEAD GASKET
WHEN ALL ABOUT YOU
ARE LOSING THEIRS



Head gaskets seem relatively unimportant. In fact, most people rarely think of them except for those few brief seconds when they spy a stack of them hanging from a nail in some racer's garage; more often, they are as overlooked as the bathroom bowl and the kitchen drain. There's little doubt that they do their job quite well, since head gasket maladies are seldom a problem in modern automobiles. The average car owner will go through a lifetime of automobiles without experiencing a blown or leaky head gasket. But, for the knowledgeable engine builder, they hold special significance.

He is justifiably concerned with the different types of head gaskets, their composition and critical dimensions. He needs a gasket that can cope with the ultra-high compression ratios being used in contemporary racing motors; thus he is concerned with the type and construction of the gasket. There are two types of head gasket: shim (solid metal) and composition (sandwich). Shim gaskets are made of steel or soft copper; they may be flat or embossed, with raised beads around all the critical openings. This bead aids in sealing the cylinder. When the gasket is compressed, the bead puts additional pressure against the mating surfaces. Embossed gaskets are generally steel, while the solid ones are very soft copper which, when compressed, conform to all the microscopic irregularities of the head and deck surface.

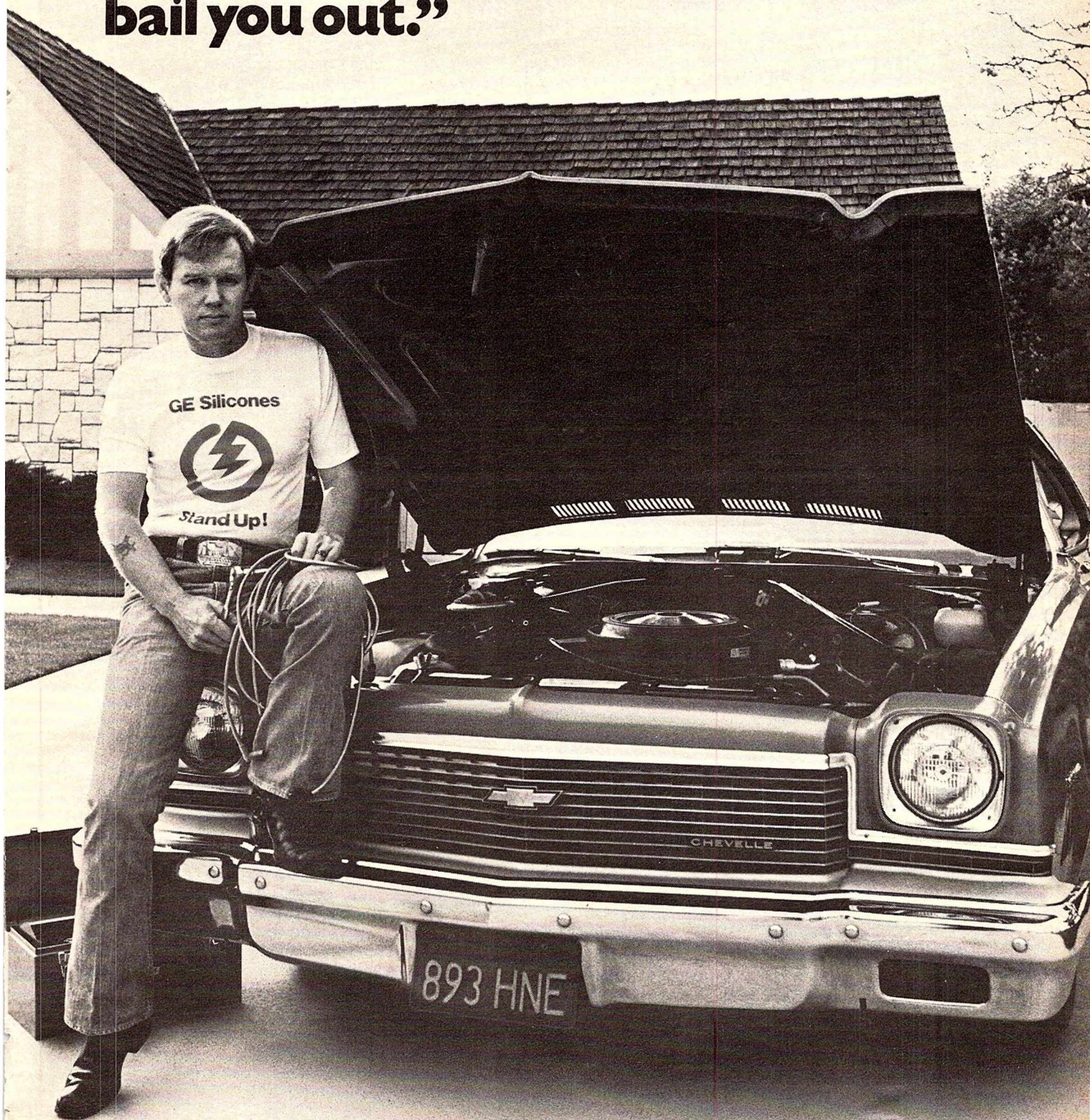
Composition gaskets are a sandwich of different materials bonded together to form one gasket. Steel and copper are commonly used on the outer surface with an asbestos layer in the center, although other designs have a steel center with the asbestos material impregnated on both sides. Composition gaskets all feature raised metal beads around the combustion chambers.

Deciding which type gasket is best for a particular application is

What's wrong with the top photo? If you guessed that the Elmer's Glue does not belong here you win. All the rest are first class head gasket sealers.

Illustration shows the difference between the deck height and piston-to-head clearance. Dome height, contour and piston-to-valve clearance are considered separately.

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wire selector guide and a "GE Silicones Stand Up" decal for your T-shirt, write General Electric Co., Silicone Products Dept., Sect. 43, Waterford, N.Y. 12188.

GE SILICONES STAND UP

GENERAL  ELECTRIC

CHEVY GASKET GUIDE

problematic, since they have all been used successfully in nearly every application. In general, very high cylinder pressures (such as found in supercharged or high compression motors) will favor the all-metal gaskets; non-supercharged and street applications usually require a composition gasket. This is a sweeping statement, however, since many racers prefer the com-

position gasket, and many factory cars come through with steel shim gaskets. The final selection often depends on additional factors outlined below.

Supercharged and high compression applications are often augmented by O-ringing the block. A small groove is cut in the deck surface and soft wire (.015 to .030-inch) pressed into the groove. This wire around the cylinder bears against the head gasket and provides additional sealing. Some racers prefer to O-ring the head instead, since heads may be reused long after a block has been ruined.

Variations in head gasket thickness are a convenient way to alter deck height. Deck height is the dimension that the piston top is below or above the deck surface of the block at top dead center. All small-block Chevrolet motors, the subject at hand, measure the deck heights below the block. The same principles will apply, however, to any type of engine. The accompanying illustration shows how deck height is measured on a small-block. The higher the piston is in the cylinder, the more compression and horsepower will be produced. There are limits, though: Get the piston too high and it will hit the head, usually with unpleasant results. The deciding factor on how much deck clearance you can run is the connecting rod material. Steel rods require at least .035-inch clearance, no matter how it is obtained. (This is clearance between the top of the piston and the combustion chamber—not necessarily the deck height.) Aluminum rods will stretch more and thus require .060-inch as a safe minimum. Daring individuals have closed the gap to .050-inch, but this is risky. Piston rock produced by skirt-to-piston clearance, rpm range, and skirt design all influence the minimum piston-to-head clearance. Deck height and head gasket thickness are the primary means of controlling this critical clearance. Whatever

Shim gaskets (top) are stamped from steel or copper. This gasket is the embossed type with ridges around all the critical openings. Composition gaskets (middle) are usually a sandwich of several materials bonded together. Both types (bottom) have the raised bead around the cylinder bore. Before installing either type, you should check to see that no part of the gasket protrudes into the cylinder.

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hearts with desire. If you'd like to make your high school diploma pay off, maybe we have what you want. Twenty minutes with a Marine recruiter is all it takes to find out. Mail the card, or call 800-423-2600, toll free. In California, 800-252-0241.

The Few. The Proud. The Marines.



CHEVY GASKET GUIDE

deck height is used, it is important that it be equal for all cylinders so that one cylinder does not perform more work than its neighbor. This is especially important if you have spent time equalizing combustion chamber volumes. All that work is wasted if the deck heights vary significantly. Overall deck height is changed by milling the deck surface of the block, or bushing the connecting rods. Errant cylinders are brought into spec by milling the individual piston tops the required amount. It should be clear here that the quench side of the piston is the main concern; the domes are related to all of this, but they do not play a role in setting deck heights

practical. The rules may specify a minimum deck height of only .002-inch, but that would provide only a clearance of .022-inch with a .015-inch gasket. Unless you have a very low rpm motor, that's hardly enough to prevent an unfriendly confrontation. In these cases you are not really achieving the maximum allowable compression ratio by opting for a safer .035-inch gap, but at least your motor will stay together. On motors where rules do not limit these concerns, you are free to arrive at the desired clearance by using any combination of deck height and gasket thickness you may desire. As long as the compressed head gasket thickness and the equalized deck figures add up to the required minimum clearance, you will have no problems.

It is also possible to run into difficulty trying to accurately determine the compressed thickness of a head gasket. Most of the high-performance gasket suppliers include the compressed thicknesses in their catalogs, which we have reproduced here for your perusal. These figures are only averages, however, and you may find some variations. Checking the gasket by miking it is common practice, but the good folks at Speed Industries advise that there can be a certain amount of rebound when a gasket is removed for measurement. They have found that it is more accurate to drill some holes in a flat part of the gasket and place small lead pellets in them when the gasket is installed. The lead does not rebound when pressure is removed; by measuring the small crushed pellets you can get a very accurate indication of true compressed thickness. This might sound like a lot of trouble, but if you are running everything pretty tight, it will definitely help to know exactly how thick the gasket is.

Once you have worked out the correct combination for your motor, you certainly don't want to fall down when it comes to installing the gaskets.

There is the question of sealers. People have been known to use everything from deck paint to spray starch in search of the best sealant; many people install gaskets with no sealer at all and seem to have little trouble. There is a wide range of alternatives here, and you will have to decide what works best for you. A universal favorite for both types of gaskets is simple aluminum spray paint, but that doesn't mean you have to use it.

Head gasket life is very dependent on torquing procedure. Every engine has a factory recommended

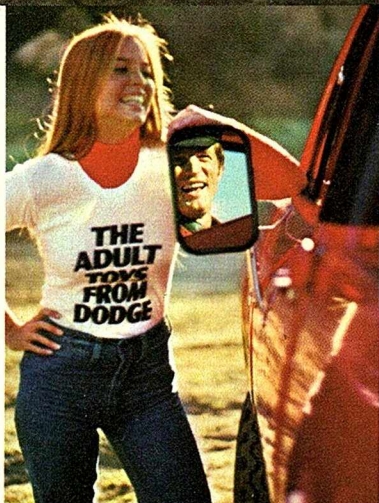
continued on page 139

PN	application	type	compressed thickness
MR. GASKET CO.			
1052	283 thru 350	dead soft copper (embossed)	.020
1057	283 thru 350	dead soft copper (solid)	.040
1110	283 thru 350	steel outer asbestos core (sandwich)	.040
1130	283 thru 350	embossed steel shim	.020
1710	283 thru 350	copper outer asbestos core (sandwich)	.040
1711	283 thru 350	copper outer asbestos core (sandwich)	.040
2900	283 thru 350	steel center asbestos impregnated	.040
1111	327 thru 350	steel outer asbestos core (sandwich)	.040
2901	400	steel center asbestos core	.040
SPEED INDUSTRIES			
3650	283-327-350	steel and asbestos sandwich	.034 ± .001
3660	327-350	steel and asbestos (4½ bore)	.034 ± .001
3800	283 thru 350	embossed steel shim	.025 ± .001
ROCKET INDUSTRIES			
R-1130	283 thru 350	embossed steel shim	.020
R-1110	283 thru 400	asbestos and steel sandwich	.043
R-1111	283 thru 400	asbestos and steel sandwich (4½ bore)	.043
R-1112	283 thru 400	asbestos and steel	.043
R-2900	283 thru 350	asbestos and steel (hi temp)	.043
R-2901	283 thru 400	asbestos and steel (hi temp 4½ bore)	.043
R-2902	283 thru 400	asbestos and steel (hi temp)	.043
R-1710	283 thru 350	asbestos and copper	.043
R-1711	283 thru 400	asbestos and copper (4½ bore)	.043
R-1712	283 thru 400	asbestos and copper	.043
R-1052	283 thru 400	solid copper embossed	.020
R-1052A	283 thru 400	solid copper	.020
R-1053	283 thru 400	solid copper	.043
FEL PRO			
7733-PT2	283 thru 350	steel and asbestos sandwich	.034
7733-SH1	283 thru 350	steel shim embossed	.025
8364-PT	400	steel and asbestos sandwich	.034
McCORD			
6631	283 thru 350	steel and asbestos sandwich	.040
6631M	283 thru 350	steel shim embossed	.020
6837	400	steel shim embossed	.020
MOROSO/VICTOCOR			
6170	283 thru 400	steel and fiber with O-ring	.039
6171	283 thru 400	stainless steel asbestos core	.040
CAL CUSTOM			
6494	283 thru 350	steel and asbestos sandwich	.040
6495	283 thru 400	steel and asbestos (4½ bore)	.040
6508	283 thru 350	embossed steel shim	.020
CHEVROLET			
3916336	283 thru 350	stainless steel (4-inch bore)	.017
3965790	283 thru 400	HD service (4½ bore)	.039
3830711	283 thru 350	embossed steel shim (4-inch bore)	.021
3995633	283 thru 307	embossed steel shim (3¾-inch bore)	.015

on the small-block.

Class rules can affect the way the desired piston-to-head clearance is obtained. Although minimum deck heights are specified in NHRA Stock and Super Stock rules, they are often much smaller than is

Remember when you used to play with trucks? You still can.



Dodge introduces the toys only an adult could love. Wheels you can play with, even if you put away your roller skates long ago.

Four by Four. Warlock.

Ramcharger. Street Van, from America's number one maker of compact van-type vehicles. We've got the lineup for the little person in every grown-up.

Remember when you used to play in the mud? Ramcharger's available four-wheel drive lets you do it again.

Maybe you liked to dress up? This time around,

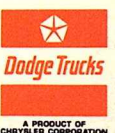
do it with Dodge Truck options like chrome wheels, knobby tires, AM/FM radio, or tape stripes and paint.

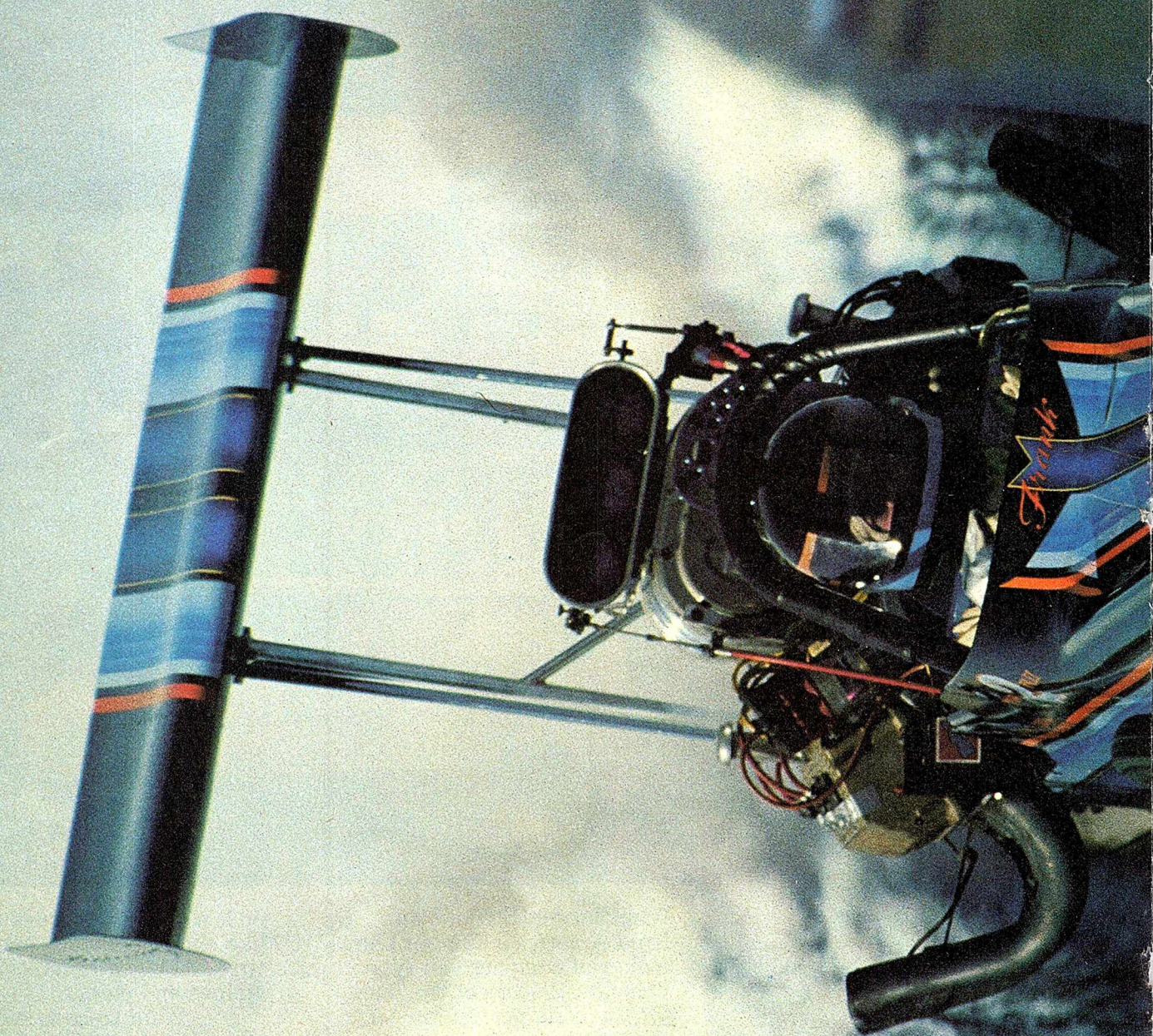
Want to hang out with the gang again? The Adult Toys have room for 'em.

So come on. See the entire collection at your Dodge Dealer's. It'll make you feel like a kid again. No kidding.

THE ADULT TOYS FROM DODGE.

Optional equipment, paint, and trim shown are available through your Dodge Dealer or customizing shops.

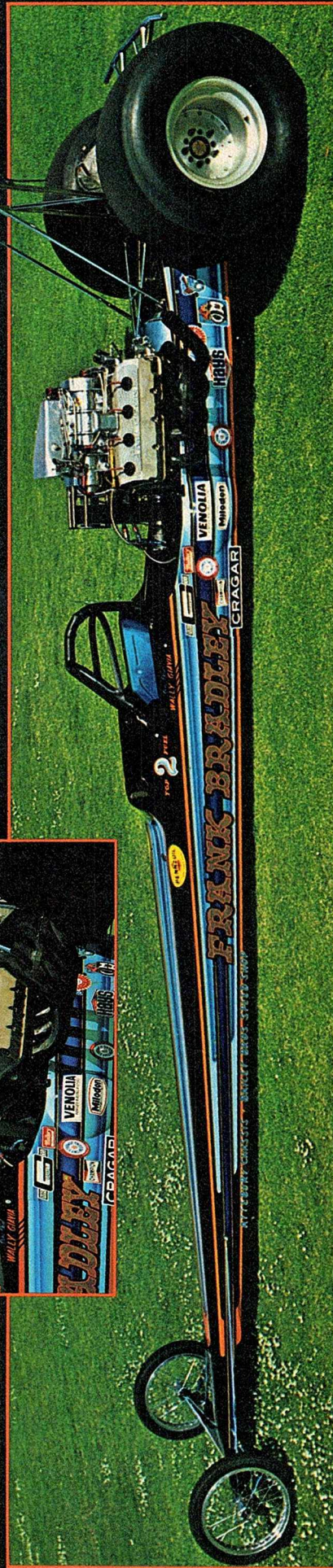
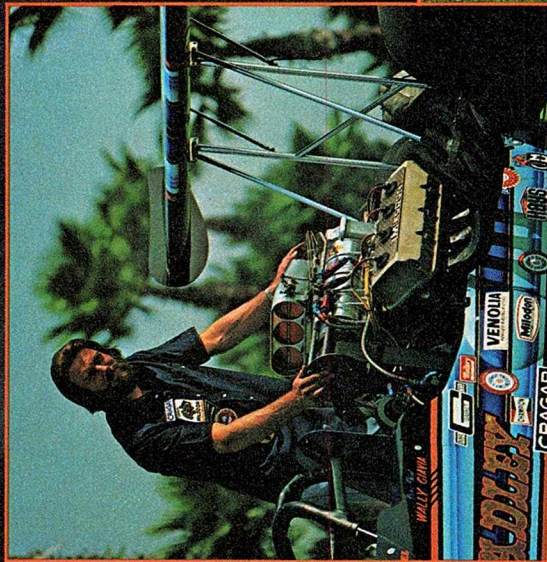




BLAZING FOR NUMBER ONE!

Frank Bradley's abilities with both the wrenches and steering wheel earned him the runner-up spot in the race for the '76 NHRA World Championship. With his new Attebury-built machine he hopes to move up. Powered by a 484ci Milodon engine, Frank's car has already recorded solid five-second times at over 240 mph. The Enderle injected, Dan-Cap Engineering supercharged engine is equipped with the finest from Venolia, BRC, Howard, Hays, Mallory and Cragar. M&H Racemasters provide the bite, while H&H Racecraft built the body. This looks like Frank Bradley's year—with a little luck on his side.

Photos by Jon Asher



Location courtesy of Azusa Greens Country Club



THE HEMI RANCH

Dave Wren Breeds Purebred Super Stockers

By Bruce Caldwell

The bumper-to-bumper life is like a slowly contracting cubicle of cold steel in a horror movie. The walls creak and groan as they slowly choke off the space around you. The freeway crawls like a parking lot after a sellout ball-game. The heat waves rise from the searing concrete, making the air inside your crackling cocoon stagnant. The walls edge forward a millimeter at a time. The air around you is worn out. There is no place to park. Traffic only moves after the light turns red. The paper work at your job stretches toward infinity and begins to blur like Xeroxed Jello. The walls are now close enough to touch. You want out, but you're trapped.

It takes skill to break away from the congestion, to find the open lane, the one that leads to a more tranquil environment. Dave Wren has the necessary talent. He is one of those fortunate people who is so good at what he does that he can live where he chooses and customers will seek him out. What Mr. Wren does is race and build Hemi Super Stockers. Other racers seek him out at his home in the small town of Marysville, Washington, where he builds engines and complete cars for

himself and select customers. Dave's mechanical ability is only surpassed by his driving talent, which is to say that he makes money racing.

If Detroit has the Direct Connection, then Marysville has the Northwest Connection. Turning off a winding rural road, the gravel driveway leads past an older white frame farmhouse, unusual only in that there are at least four different Mopars parked next to it. Farther down the driveway are more Mopars and two new buildings of undefined contents. These buildings would make a dream home for just about any car nut, for they are matching seven-car garages. Your average city racer, stuffed into an undersized double garage, would be ecstatic with one of them, but Dave has two, and even that isn't enough room for the Northwest Connection. One is nothing but wall-to-wall Mopars, including a primo '64 Dodge aluminum-front Hemi car with 222 original miles that still smells new, a '65 Plymouth with an aluminum front end, a stock Hemi Cuda, a new Arrow and several other race cars. When Dave talks about the different cars he has raced, he doesn't need to rely on a dog-eared scrapbook, he just opens the garage door and points. The way Dave looks at it, you can never tell when a combination

might be good again or when he might decide to change classes, so he's always ready. The other garage is his working garage, so it has only three cars in it: a customer's bracket Duster, his current '64 Plymouth SS/B car, and his well-known '70 Cuda SS/D record holder. In addition to the cars and tools, the walls are stacked high with parts. The parts overflow into the driveway, beside the garage, and into various sheds and truck boxes. All told, there are about a dozen and a half vehicles on the premises, but Dave has ten acres should he feel the need for a couple more garages.

Dave has always been a Mopar racer with a preference for Hemis. He has had some unusual equipment—in '55, his first car was a '52 DeSoto powered by a 276-inch Hemi Firedome. It was superseded by a '36 B/Gas Dodge, which was followed by a Ramcharger-powered '57 Plymouth. 1967 saw the start of a long line of Super Stockers and the beginning of his string of six consecutive Division 6 Super Stock championships. (He also holds the dubious distinction of the most runner-up finishes at National events without ever winning, with his present total of seven second spots.) He has a couple Modifieds and a 1970 Pro Stocker in his past,

GET TRUCKIN' GET A GMC.



These days, there is much romance and freedom surrounding trucks and truckers. Big, chrome-stacked, \$40,000 rigs . . . midnight runs through wide-open country . . . the crackly poetry of CB dialogues . . . there is something about it all that prods the imagination.

We are well tuned-in to such things. We're GMC. And we are part of the awesome, 18-wheeled action that has captivated this country.

That big, heavy-duty GMC General you see above is a good example of our work. It's tough. It's beautiful. And it's the product

of 75 years' experience in the design and manufacture of trucks.

But it's not the only kind of truck we build.

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This van and pickup are special, limited-edition models. You can get the details for acquiring them at your GMC dealer.

But you can get a whole lot more than that. Not only does he

offer a complete line of pickups, vans, Suburbans, and 4-wheel drive Jimmys. But, certainly as important, he can offer his expertise on how to equip a truck. And how to use one.

Because your GMC dealer knows trucks the way we know trucks. Which makes him a valuable ally when you venture into the world of Truckin'.

Come on now. Do something about these urges of yours to drive something steely, shiny, and all truck from bumper to bumper.

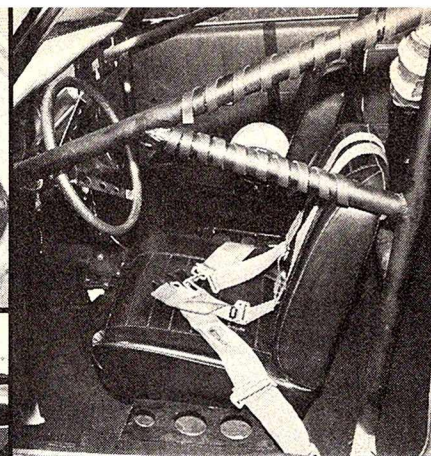
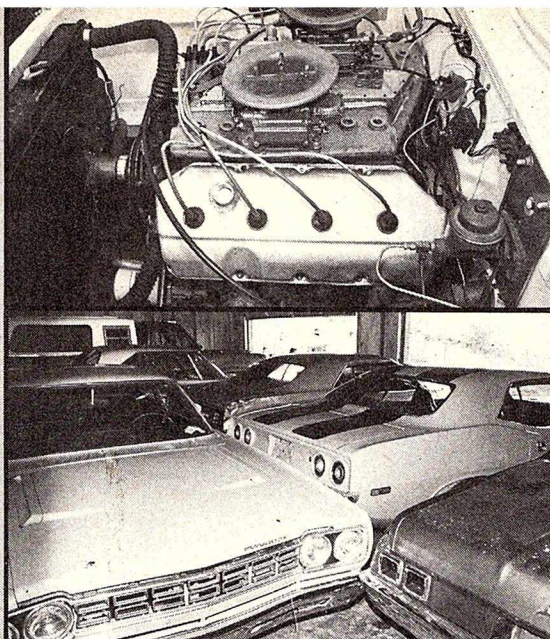
Get Truckin'. Get a GMC. It makes Truckin' real.

IN'
THE TRUCK PEOPLE FROM GENERAL MOTORS

GMC

HEMI RANCH

Everywhere you look on Dave Wren's ten acres in Marysville, Washington you see Chrysler Hemi cars and parts. Dave has two seven-car garages filled to overflowing with Mopar muscle parts. Nestled among racks of rearends, trans, and heads in the working garage is Wren's '70 Cuda which is the most successful car he has ever owned. The interior of his current SS/B car came stock with the lightweight Dodge van seats. The Hemi is a cast iron head version with a magnesium cross ram manifold. The aluminum front end car is one of only 50 that were produced by Chrysler.



but lately Wren has been concentrating on Super Stockers. His present car is a very rare piece that Dave modestly claims is almost totally stock.

The '64 Plymouth two-door coupe is very similar to the way it rolled off the assembly line. But as one of only 50 Super Stock Specials built by Chrysler to show GM and Ford that they were serious about racing, the car was a far cry from the average '64 Plymouth. It came as a stripped Belvedere with no insulation or undercoating. The car also was devoid of a heater, radio, dome light, sun visors and inner fender splash panels. It had one windshield wiper, the seats were super light buckets from a Dodge A-100 van, the door trim panels were extra light cardboard, and the windows were plexiglass with pull-up straps instead of cranks. The hood (complete with scoop), the front fenders, bumper and doors were all aluminum. Even the rear window was thinner than stock, formed from .080-inch-thick Corning tempered glass. A 100-pound battery was located in the trunk and a race Hemi was stuffed into the engine compartment. All of this could be had for about \$5,000—a very reasonable price for a factory-built instant winner.

Dave's car started out as a total basket case. He sandblasted the

car inside and out and then stood the body up on the rear bumper and painted the undercarriage with white Imron. Then he went to work on the rest of the car: The front and rear subframes were tied together with 2x2 .083-inch tubing after the rear was narrowed three inches on each side. The entire trunk pan was cut out to narrow the subframe and new wheel wells were made out of sheet metal. The gas tank was narrowed six inches to fit inside the 3400-pound Direct Connection Super Stock springs. Dave uses these springs because their only purpose is to hold up the body; the Harwood ladder bars do the actual suspension work.

The rest of the rear suspension consists of Monroe 50/50 shocks and a narrowed rearend. The 44½-inch-wide axle housing is available as a complete Dana 60 unit from the Direct Connection. Dave uses Mark Williams axles and spool (he went to a spool because of spider gear breakage encountered with the posi unit) along with Schiefer 5.38 gears. Wren sets his pinion .006-inch deeper than usual into the ring gear to compensate for deflection, and inspects the rearend every 50 runs. The tires are Firestone Drag 500 14.0/32.0-15s (14½-inch wide) mounted on 13x15 Cragar Super Tricks. The compound is No. 9.

The rollage is a six-point unit with a side impact bar that runs across the top of the seat to intersect the top diagonal brace. The impact bar is non-removable for extra strength. Besides connecting the rollage to the subframes, Dave welded both sides of the firewall to the supports. The front suspension uses 318 torsion bars and Monroe 70/30 shocks. The tires are Moroso 7.60-15 Drag Specials on 3½-inch Super Tricks.

The interior is carpeted with lightweight carpet without any padding. The seats are original-equipment Dodge van seats and the gauges are Stewart Warner units. The dash is steel, although a few of the extra trick cars did come with aluminum dashboards. These dashboards, along with fiberglass bumpers, plexiglass windshields and rear windows, and two percent altered wheelbases did come on a few of the cars in '64, but they're not presently legal.

The car is run as a stick because the '64s look better on paper with four-speeds. The '65s are better with automatics because they have 80 additional pounds in the trunk and aluminum cylinder heads. Dave uses a Mopar aluminum 4-speed case fitted with a Liberty 2.93 gearset. The 2.93 gearset seems to be the closest spaced set that will still launch the car. Solid Liberty

continued on page 140

Holeshot & Super Holeshot

Two great street converters from B&M.



10" Street Converter.

The Super Holeshot is the ultimate in street converters. Provides up to a full half-second improvement in et. Works great in all applications, provides a little less stall in small block Fords and Chrysler products. The Super Holeshot provides higher stall speed than the Holeshot for even more bottom end power. The Super Holeshot is a newly developed converter by B&M that was designed specifically for street use. You probably cannot buy any other performance item that delivers so much performance for so few dollars.



11" Street Converter.

The B&M Holeshot works great for big blocks and all Turbo-Hydro and C-6. Proven .2 to .3 improvement in elapsed time. Eliminates creep and stalling in highly modified street machines. Excellent for lightweight street rods. A high stall Holeshot Converter actually lets your car make more useable horsepower at bottom end for increased acceleration and driveability.

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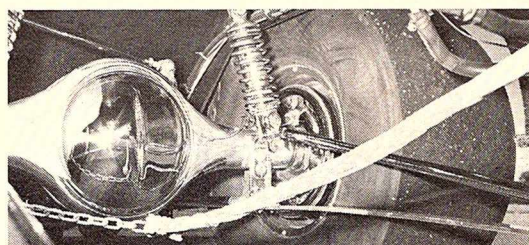
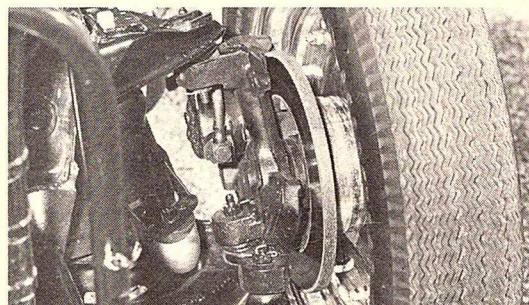
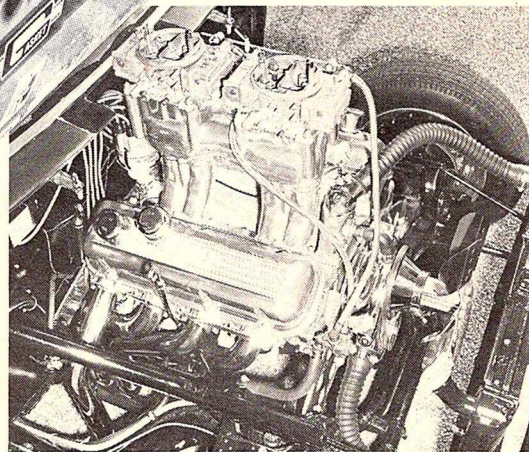
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RAT BRACKETTEER

THE HOLMAN & PEYTON
RAT-POWERED VEGA IS WHAT
BRACKET RACING IS ALL
ABOUT; A LOW-TEN-SECOND
CAR FOR LESS THAN \$5,000

By Jon Asher



The way things are in the brackets right now, you could bop on down to the Budget Rent-A-Car counter at the airport and pick yourself up one of those four-door boats on wheels, lumber out to the local track, and maybe take home the twenty bucks they've got posted in Bracket #7. Now, if that's your idea of an exciting evening of bracket racing, have at it. But for some thrills, try the approach of Bill Holman and Paul Peyton of Arlington, Texas: an almost-nine-second Vega that tops 142 mph each time it whips past the finish line. That's more like it.

Peyton executed the chassis of the car in his shop, removing the stock rearend and replacing it with a narrowed '57 Pontiac unit with 5.38 gears, and installing the complete rollcage that helps tie the car together. The stock steering was discarded in favor of a Pinto rack and pinion model.

While Peyton was assembling the chassis, Holman was putting together

a 430-cubic-inch Rat motor with TRW bearings, rods and 12.0:1 pistons. A flat-tappet General Kinetics camshaft has been mated to Crane lifters, Sig Erson pushrods and Mr. Gasket needle bearing rocker arms, and Crane springs. The intake system is a combination of Holley carburetors atop an Edelbrock polished manifold. Accel provides the voltage for the spark plugs, and Hooker headers (chromed, of course) help get the exhaust fumes away from the car.

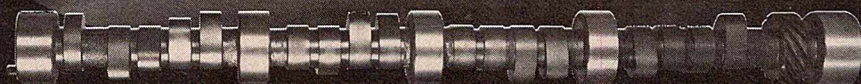
Holman credits the Burton Transmission Service-built Turbo 400 trans with providing the car with its consistency, the main factor behind any bracket victory.

Holman and Peyton prefer to limit their racing excursions to the tracks in their immediate area. But when time and money permit it, they'll travel as far as they have to find a big money meet. This year they've had no trouble finding them since they're everywhere—certainly a nice change from conditions three years ago. 

With the fiberglass front end removed it's easy to see how much love and care Bill Holman and Paul Peyton have put into this car. Everything has been polished or chromed, or flawlessly painted. The front end features Chevy spindles and disc brakes, while the narrowed Pontiac rearend is fitted with ladder bars, coil-over shocks and a Panhard rod.



When Your Racing Gets Serious... Get CROWER



The Serious Racers have relied on Crower for years. Crower has the true professional racing parts, priced down there where you can't afford not to run them.

When your racing gets serious, rely on Crower for all your cam and valve train needs. The new Crower '77 Pro Series Lobe Lock and Jumbo Journal Profiles, Mushroom Lifters, Rollers, stainless steel rockers, tapered

pushrods and vasco jet springs are all there, waiting for your engine.

New Pro Series Profiles on Crower Cams feature the very latest profile designs that improve efficiency, raise RPM potential and widen power ranges.

See your local dealer about the line of Crower Cams or components that would work

best for you. New grinds now available on the Baron, Monarch, Mach VII, hi-draulic hauler, Rev-Plus and Imperial series of Crower Cams. Plus, send \$2.00 (\$3.00 outside U.S.) for the new Crower Catalog.

When you're racing to win, that's serious. Race to win with Crower.

SEE YOUR LOCAL DEALER, if he doesn't have Crower—ask him to get it for you.

The camshafts described in this ad are expressly designed for organized racing event usage.

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Plasma Moly Top Ring Available in $\frac{5}{64}$ ", $\frac{1}{16}$ " and $\frac{1}{32}$ ". Latest generation Plasma Moly. Improved bond strength. Resists moly flaking. Improved lubrication. High melting point of moly provides maximum insurance against scuffing.

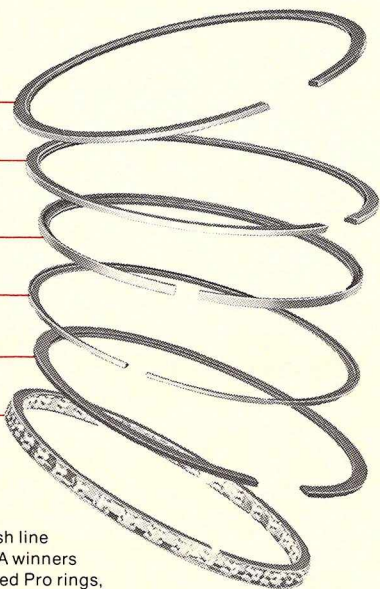
Chrome Plated Top Ring Available in $\frac{5}{64}$ " and $\frac{1}{16}$ ". Chrome plated ductile iron for excellent resistance to abrasive wear. Ideally suited for engines running dirt tracks and off-road racing.

Plasma Moly Head Land Top Ring Provides superior sealing and maximum ring and cylinder life. "L" shape takes advantage of immediate gas loading for positive sealing and elimination of blow-by.

Plasma Moly Pressure Back Top Ring Especially desirable for high R.P.M., long stroke engines because of reduced weight and improved sealing characteristics.

Plain Iron Second Ring Low-tension, non-coated and taper-faced. Excellent oil scraping and immediate seating. .005" oversize to allow for file fitting (grinding) to desired end gap.

SS50U Oil Ring Box-like construction eliminates oil ring flutter in high R.P.M. engines. Available as standard tension and low tension for different engine operating conditions.



Just check the decals on the winning racers. You'll see the Speed Pro decal on the majority of the cars that cross the finish line first. As a matter of fact, in 1976 eighty-one per cent of the NHRA winners won with Speed Pro rings in their engines. You can't beat Speed Pro rings, pistons, bearings, valves and other engine parts.



Send \$2.00
for 1977
catalog
and decals



Speed Pro, 2001 Sanford Street, Muskegon, Michigan 49443

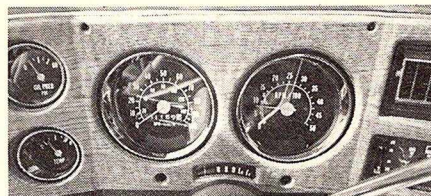
BIG-BLOCK SHOWDOWN

continued from page 31

competition and the drivers and machines are showing signs of fatigue. The pace has been blistering and the results impressive to say the least. When the smoke had cleared they stood like this."

Chevrolet	15.51	87.20 mph
Dodge	15.93	85.87 mph
Ford	16.32	83.48 mph

Certain irregularities are readily apparent from these results. The seemingly slow Ford was a great deal heavier than the other vehicles; its times are actually quite impressive when you consider that '77 Corvettes have been tested and ran slower. The Chevy was clearly king of the hill, being nearly half a second quicker than the Dodge. This is due no doubt to the 3.73 gear, positraction and the Rat motor's superior breathing on the top end. Similar gearing and positraction for the Dodge would undoubtedly put it very close to the Chevy. If you consider the Chevy's performance strictly on its own merits, it emerges a star by any man's measure. It is quicker than a new Corvette by more than one full second; it equals the latest Z28 or Trans Am. 15.50s off the showroom floor truly denotes a supercar in these times. True, this performance is not at the top of the performance range for supercars of



When the factory puts an easy-to-read tach like this in a pickup, you know it wasn't designed for hauling hay.

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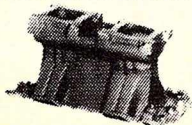
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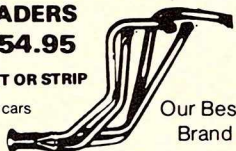
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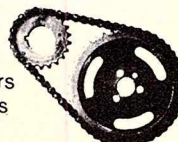
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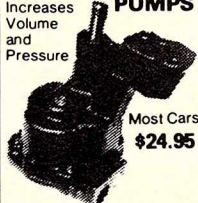
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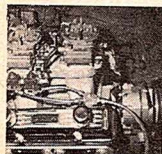
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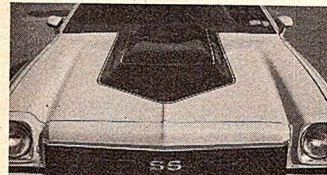
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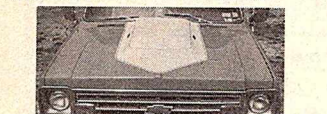


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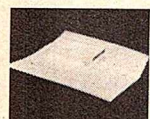
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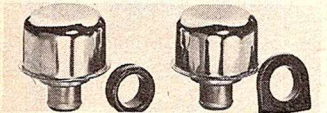
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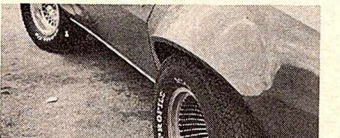
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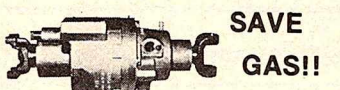
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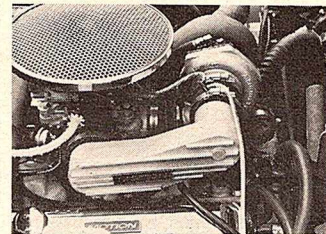
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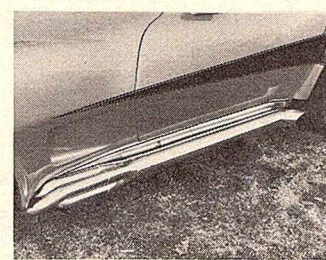
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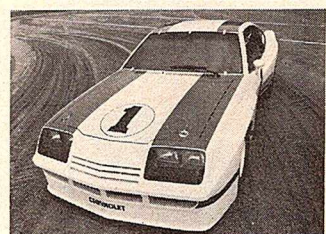
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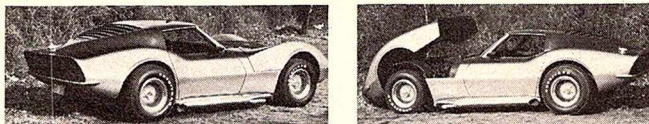
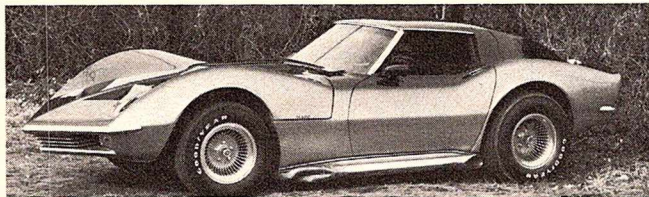
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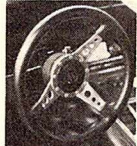
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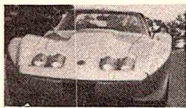
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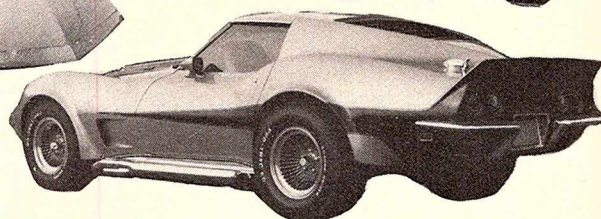
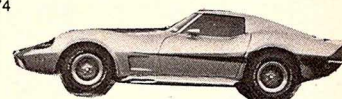
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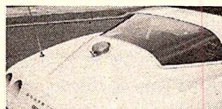
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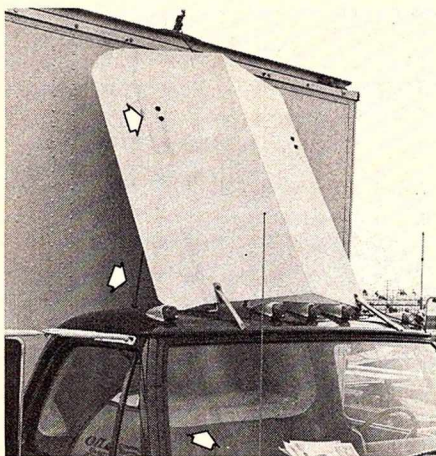
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Quantity	Description	Price
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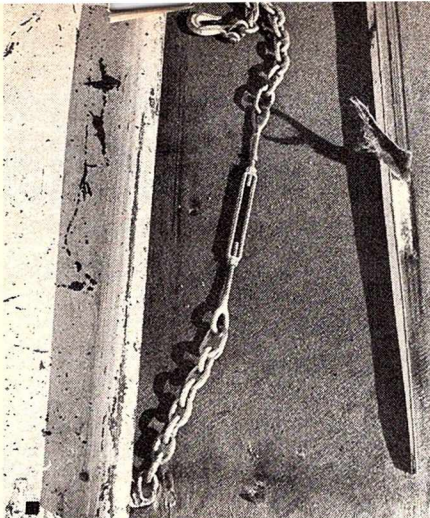
NEW 77 MOTION SUPER PERFORMANCE PARTS CATALOG \$1.00

TRUCK TRICKS

continued from page 38



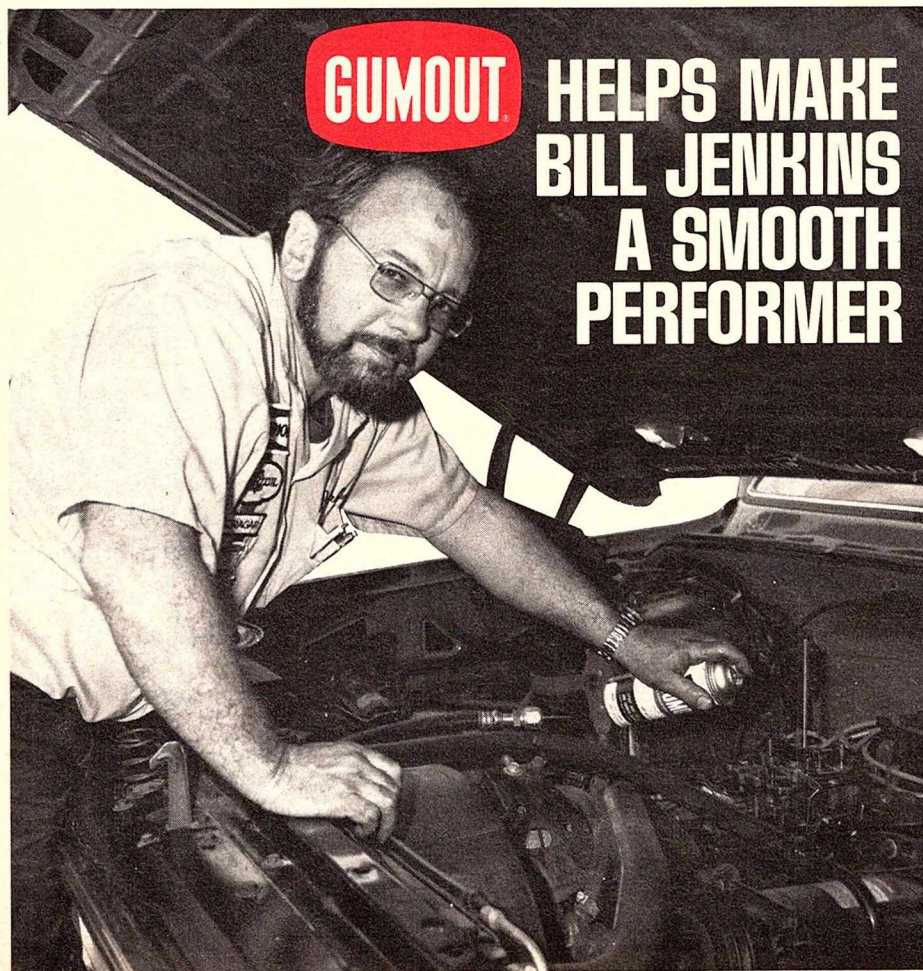
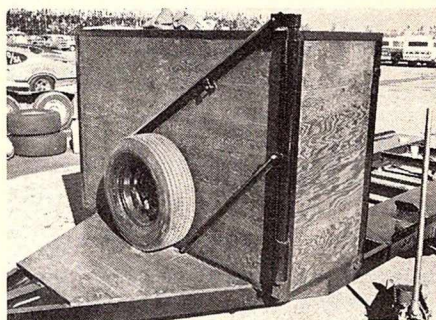
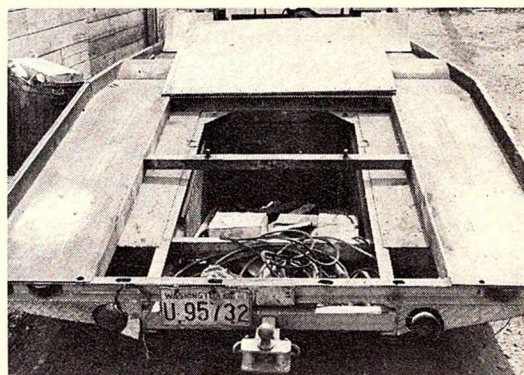
WIND DEFLECTOR The long haul professional truckers use wind deflectors to improve gas mileage. This racer made a deflector out of a large piece of aluminum attached to the cab with aluminum angle. There are two short stabilizers at the front and two long ones which support the back of the deflector. Also visible in the picture is the boot for the rear window that allows access to a sleeper unit built into the front of the box.



TURNBUCKLE TRICK Cars can be secured with turnbuckles in place of expensive binders. By using a large enough turnbuckle there is ample leeway to accommodate different sized tires. This trailer was also covered with indoor-outdoor carpeting.

FOLD-AWAY HOIST An engine hoist is fastened to the left front corner of this trailer. It folds down when not in use. The lower arm bolts to the bracket on the top arm. The whole unit pivots over the car and a chain or cable hoist is attached to the end of the main arm.

USABLE SPACE The space between ramps on a transporter offers a lot of usable storage. This racer made a cover out of light gauge sheet metal and riveted it to a long piano hinge. Parts stay cleaner covered up and the unit can be locked.



GUMOUT

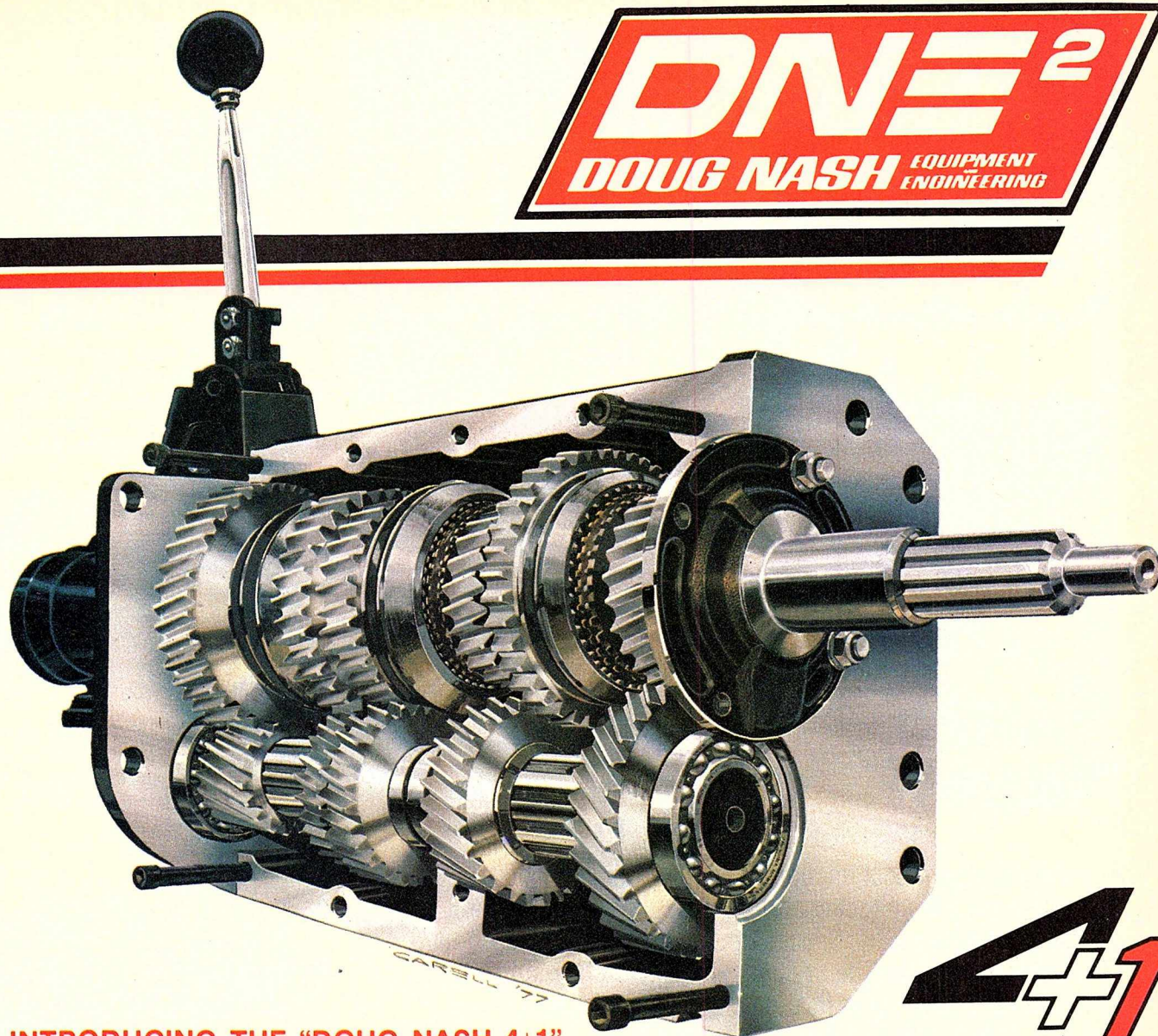
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PERFORMER**

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4+1
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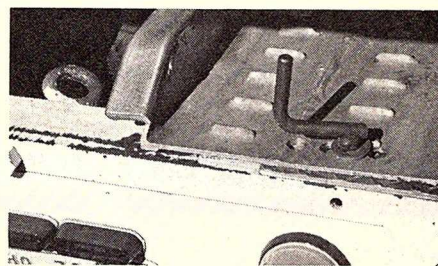


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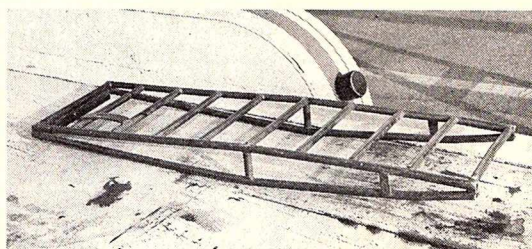
Good News is toll free at 1-800-321-9755.



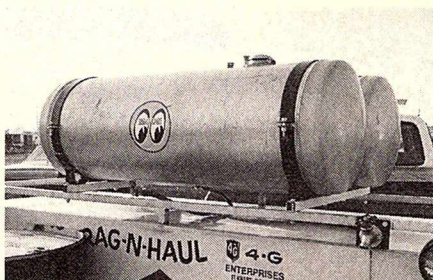
TRUCK TRICKS



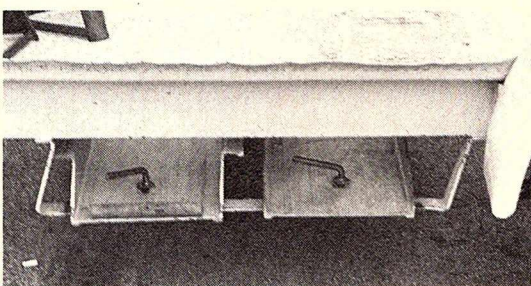
BOLT CRANK An easy way to secure trailer ramps is to weld an L-shaped rod to the top of the hold-down bolt. The rod gives ample leverage to crank the bolts in and out.



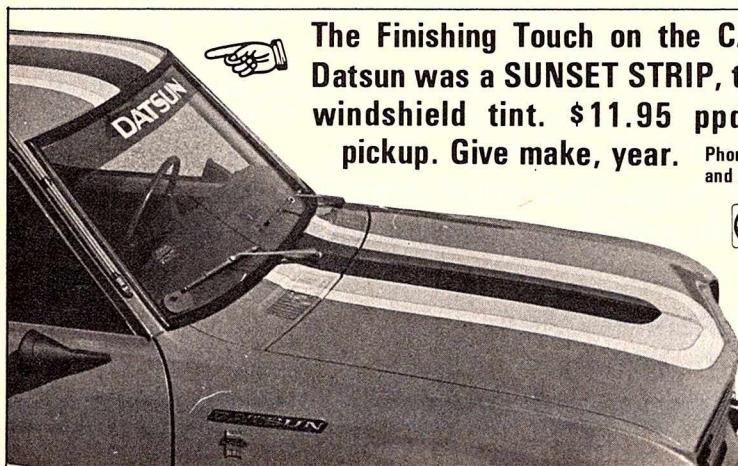
TUBE RAMPS These inexpensive trailer ramps were welded up using steel tubing. The arched design gives strength to the ramps.



WATER TANKS A pair of large Moon gas tanks like those used on ski boats are mounted over the storage unit of this trailer and used for water storage. The water is gravity fed through a household spigot.



TUCK-AWAY RAMPS These loading ramps are kept out of the way by carrying them sideways under the rear of the trailer. One-inch-wide straps and L-handled bolts are used to secure the ramps.



The Finishing Touch on the **CAR CRAFT** Datsun was a **SUNSET STRIP**, the stylized windshield tint. \$11.95 ppd. for any pickup. Give make, year.

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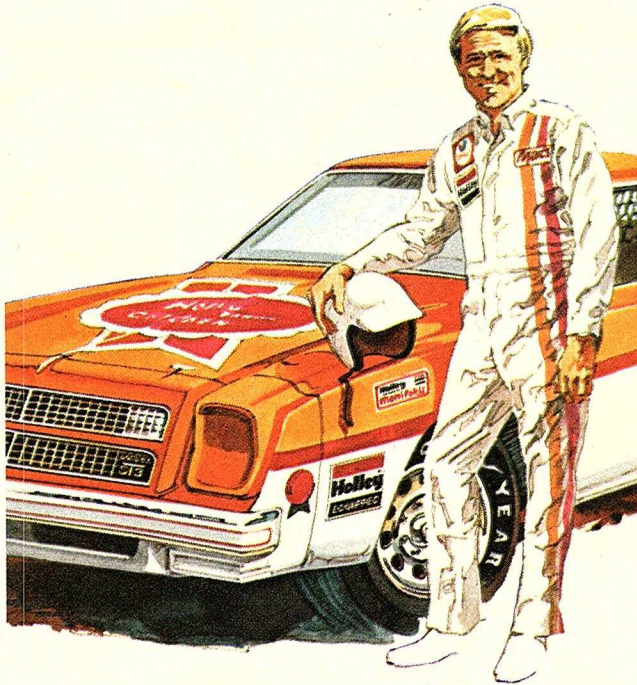


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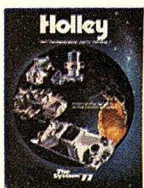
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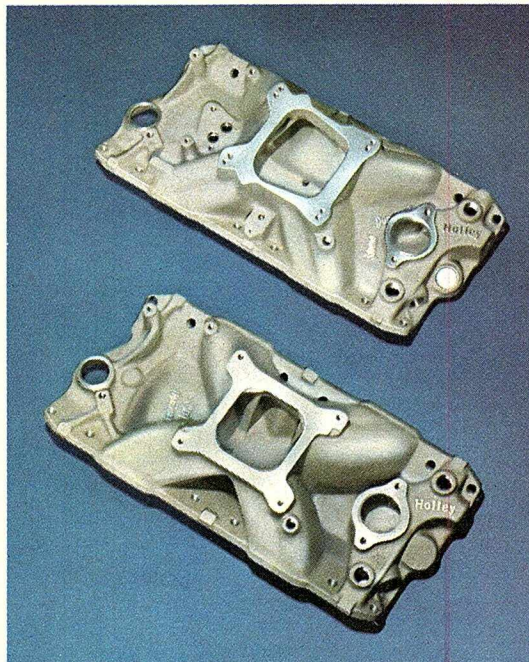
Want more info on Holley's fuel system products? Send \$1.50 for the 1977 Holley Performance Parts Catalog, Pt. No. 73000-7. Allow 45 days for handling.

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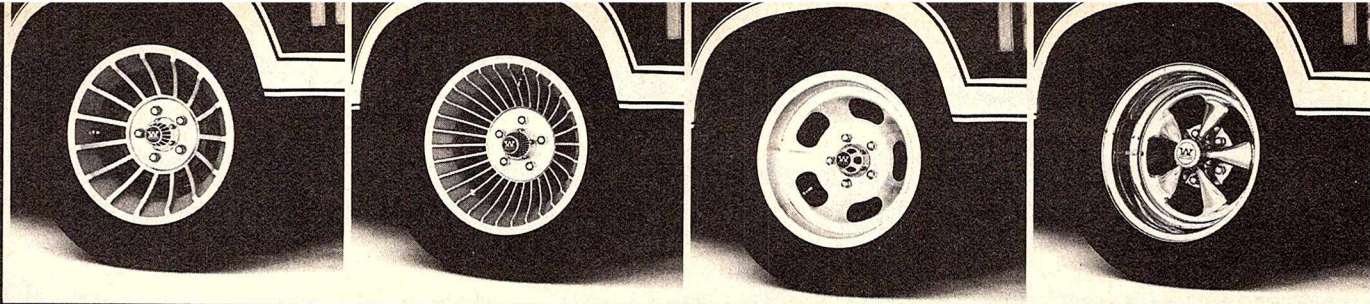


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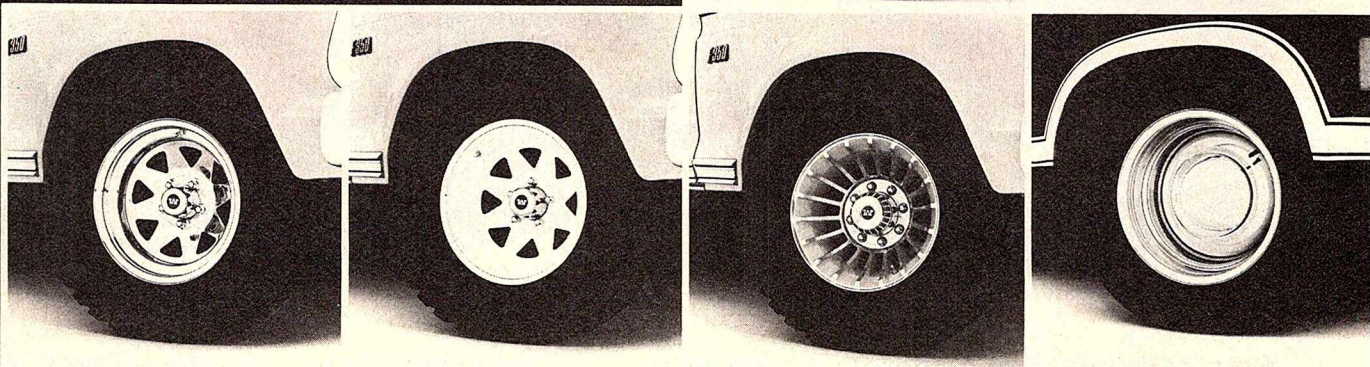
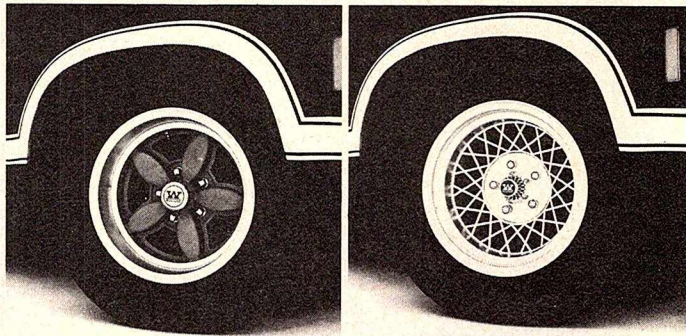
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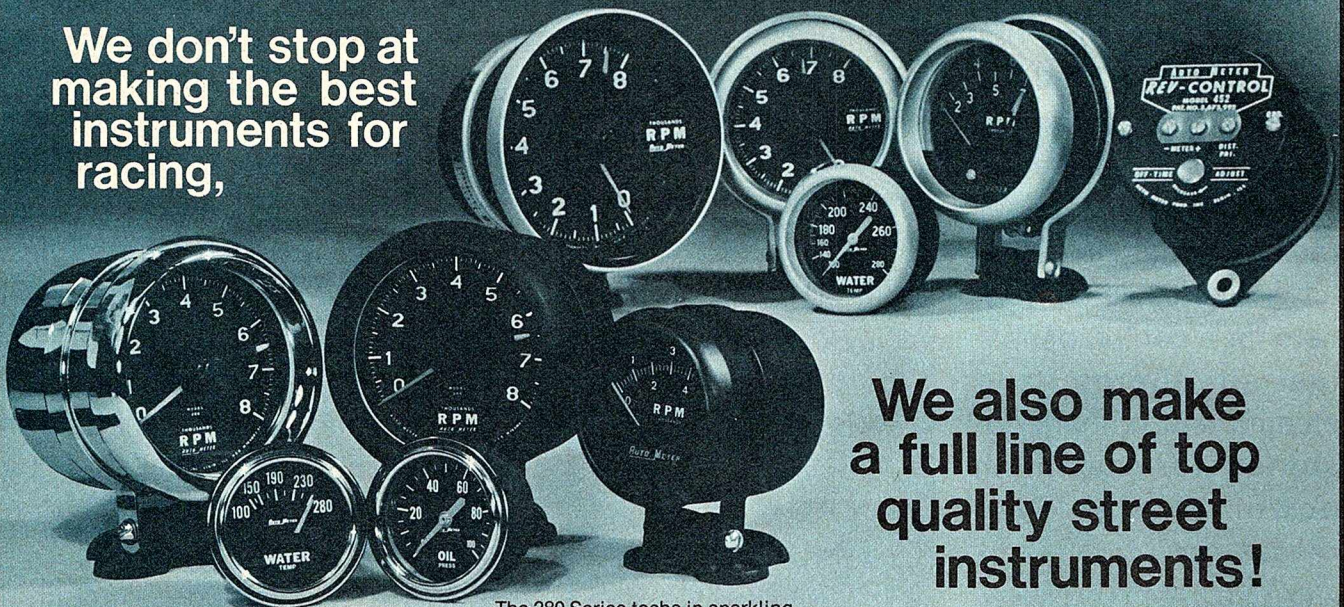


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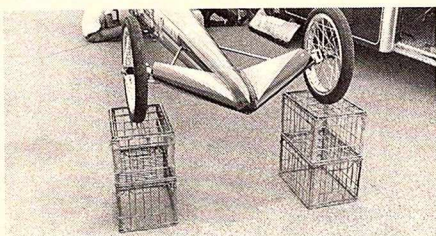


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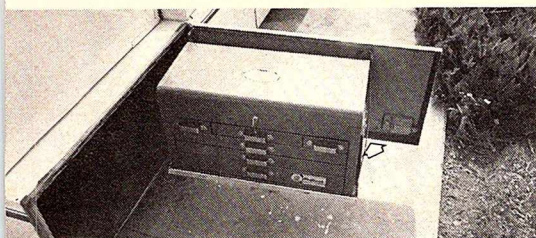
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TRUCK TRICKS



CARTON JACKS Old milk carton cases work well for keeping things in the trailer organized while traveling and then serve double duty as dragster jackstands at the track.



SWING-OUT TOOL-CASE To avoid hernias while trying to wrestle heavy toolboxes in and out of transporter storage bins, weld a steel shelf to the bin door and support it with diagonal steel straps (arrow). The tool chest sits on the shelf and is very easy to reach.



TIRE RACK This elevated tire rack was made out of tubing and welded to the front of the trailer. Extra support straps (arrows) are used where the rack is joined to the trailer. The narrow rod running across the top of the rack is held in place at the other end with a padlock. The rod slides out to load the tires and then keeps them locked in place while traveling or parked. Also notice how the side running light was mounted on the frame extension at the front of the trailer.

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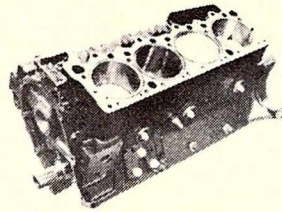
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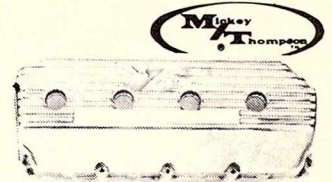


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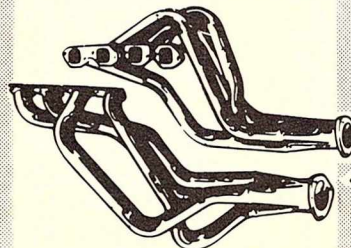


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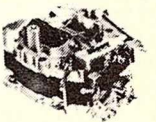
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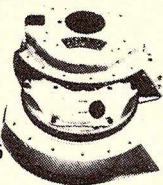
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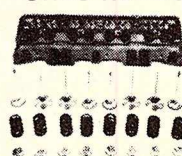
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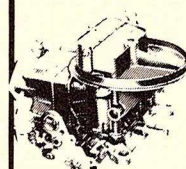
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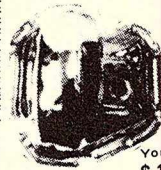
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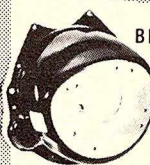
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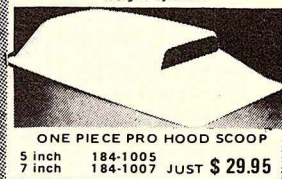


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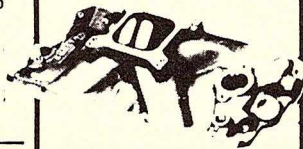
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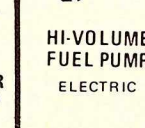
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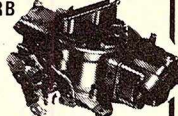


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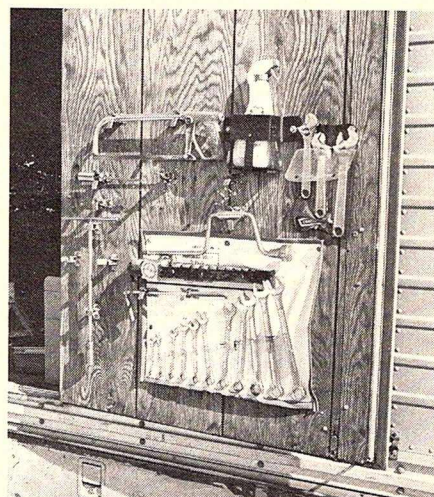
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TRUCK TRICKS



TRAILER SLEEPER This extra-long fifth-wheel is a dual purpose unit with the addition of sleeping quarters to the front of the trailer. Space is well utilized by putting the sleeping area on top of the gooseneck. Note the luggage rack on top of the sleeper.

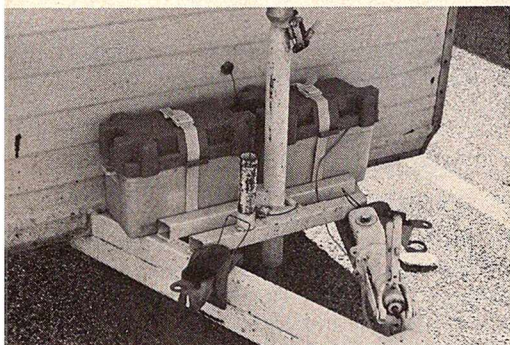


TOOL RACK This racer affixed some of his most used tools to the side door of his transporter. The wrenches are held in a rollup wrench pouch and the other tools are secured by snap-in clips.

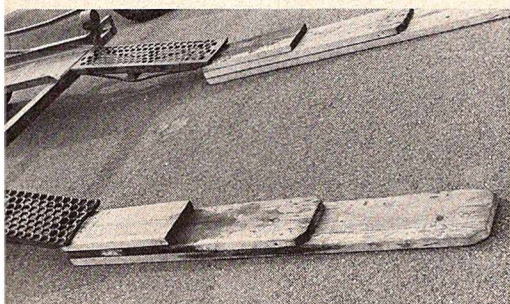


STORAGE UNIT Space utilization is the key to maximum efficiency. A small storage unit was built on the tongue of this trailer and fitted to extend

over the hood of the race car. The brackets on top of the storage unit are used to secure additional equipment. Notice the two driving lamps mounted on top of the unit facing the car; they ease nighttime loading and thrashing in darkened pits.



12-VOLT POWER A 12-volt power source is carried on the tongue of this trailer. The two large batteries are mounted in plastic marine battery containers bolted to the trailer frame.



PLANK RAMPS If you can't afford custom aluminum ramps for your trailer, 12x12-inch planks can be stacked and staggered to provide a gradual descent for your race car.



STORAGE FRAMEWORK Cal Method has an inexpensive transporter that he made himself. To save money on pumps he used gravity to feed water from the homemade tank that sits over the cab, nestled in its square tubing framework. The framework extends down behind the cab and is also used to anchor the sleeper unit. All the area under the bed of the transporter is taken up with storage boxes and gas tanks.



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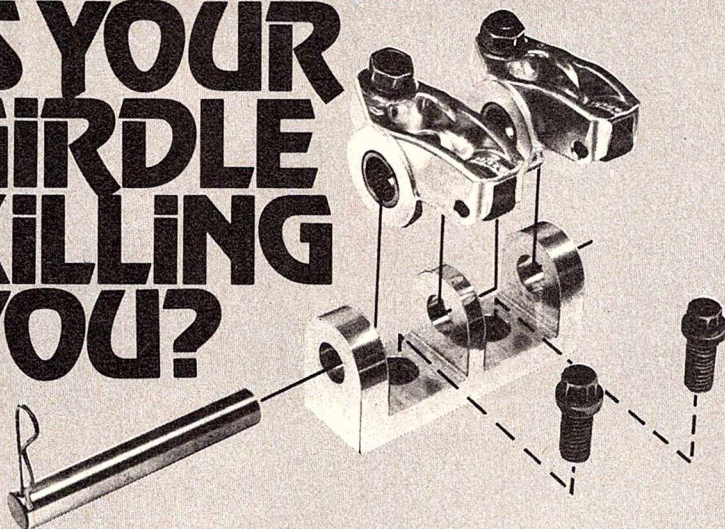
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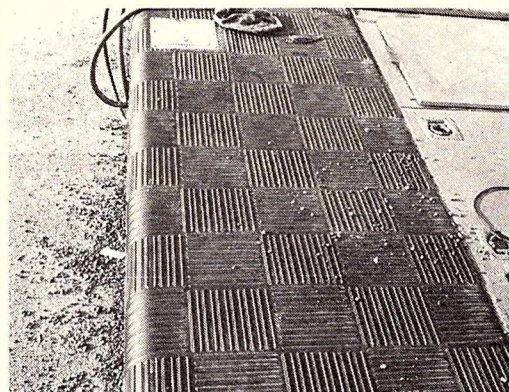


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TRUCK TRICKS



COOLING SPOILER To aid radiator cooling when making a long, hot tow, make a front air dam out of a sheet of aluminum. This spoiler mounts under the bumper and attaches to the bottom of the radiator.



RAMP MATS The ramps of this transporter are covered with textured vinyl mat material used for carpet runners in stores or other heavy foot traffic areas. The material makes a good non-slip surface for people and cars alike.



EXHAUST DUCT A good way to keep the exhaust fumes from a gasoline-powered generator out of the trailer is to make a flexible exhaust pipe out of a length of clothes dryer ducting.

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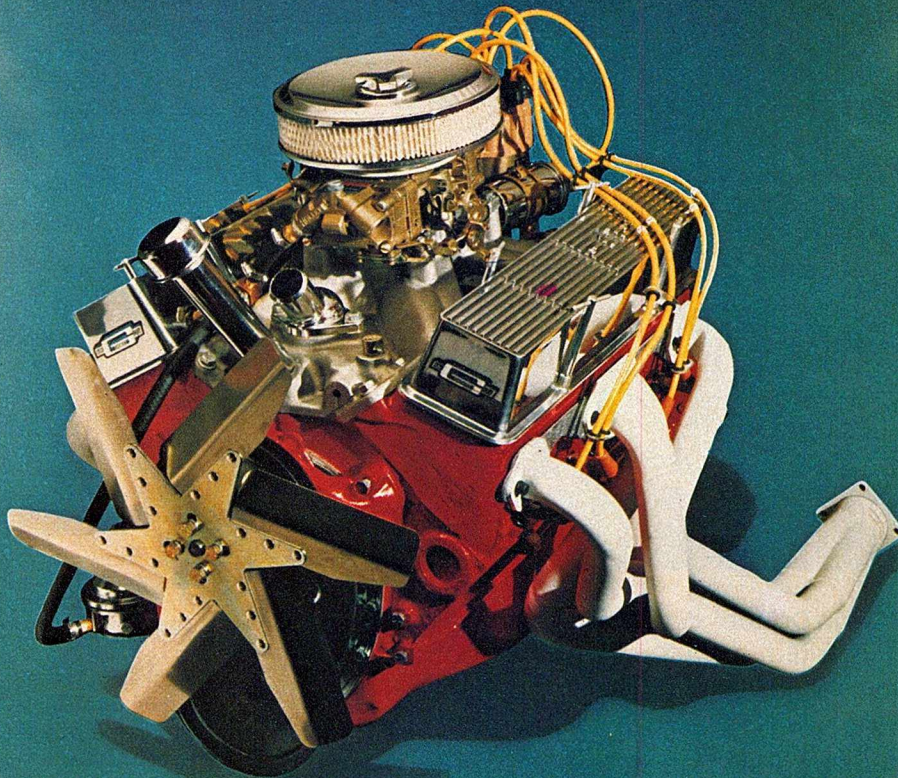
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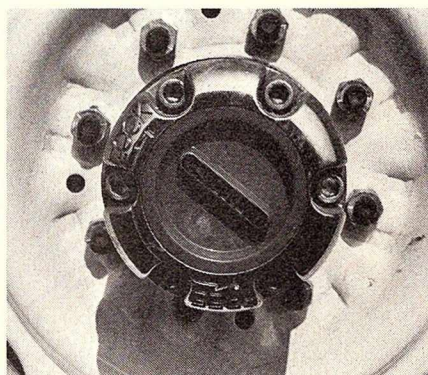
TRUCK PERFORMANCE

continued from page 51

two-wheel-drive truck, whether it's a boulevard cruiser, parts-runner, or the tow truck in front of a race car trailer.

Our project vehicle is a '77 Ford F-250 (indicating its ¾-ton capacity) equipped with a standard 351M engine, two-barrel carburetor and manual transmission. While Ford offers four engines for '77 in their pickups, only the standard six-cylinder model and 351ci V-8 are available with manual transmission 4x4s; the 400-cubic-incher is optional only with an automatic transmission. The largest engine, the 460, is available only with conventional two-wheel drive. Because our truck is equipped with the manual trans, it has part-time four-wheel drive. To engage the front drive axle, the front hubs must be manually locked. While this is not as convenient as the full-time four-wheel-drive automatic, it does offer slightly better fuel economy.

Ford has an extensive list of optional equipment, and with a little self-indulgence, a \$10,000 truck could be easily attained. Showing considerable restraint, we've chosen the baseline Custom interior and trim package, which includes a headliner of sorts, vinyl bench seat and molded



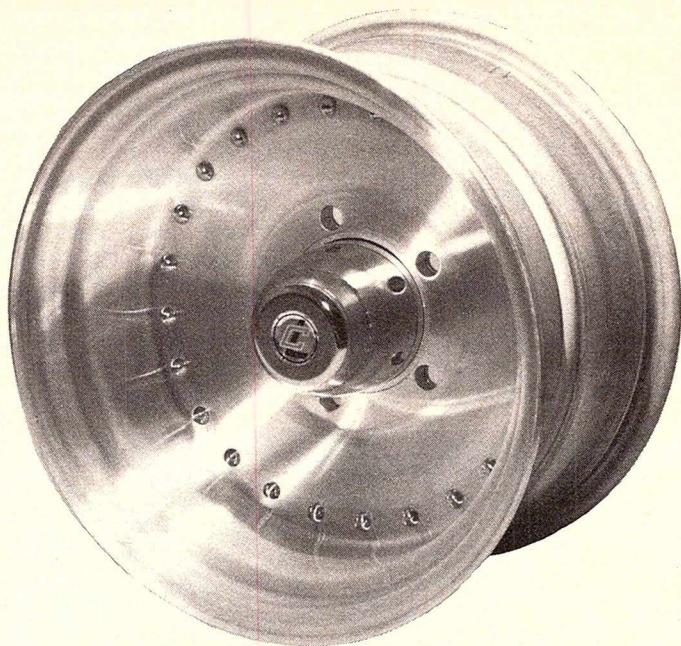
Free-running front hubs on Ford's four-wheel-drive vehicles must be manually turned from "free" to "locked" position to engage the front drive system.

door kick panels and armrests. Dashboard instrumentation includes an ammeter, oil pressure and water temperature gauges, but for those who prefer reading numbers instead of just "L" and "H," aftermarket instrumentation is the answer.

The other main bits of optional equipment chosen include tie-down hooks along the side and rear of the pickup bed, a body side molding strip (which may prove to be a mistake—brush sometimes has a nasty way of removing such trim pieces), and swing-lock mirrors. The

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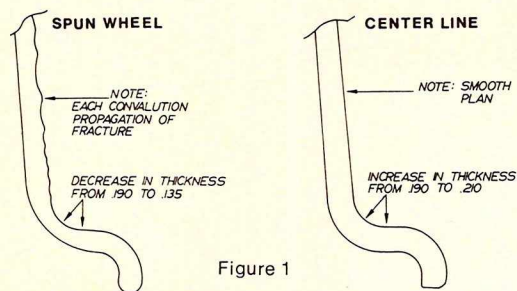


Figure 1

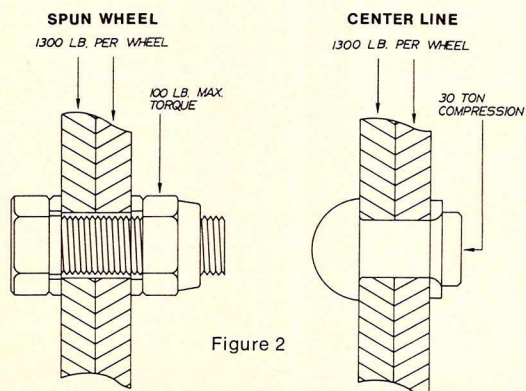


Figure 2

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TRUCK PERFORMANCE

stock Ford mirrors are about the same size as outside mirrors on passenger cars, which are much too small for pickup use. The swing-lock option is just that; if the mirrors are struck by brush or tree branches, they'll give and swing back into the truck body. Larger "western"-type mirrors should be avoided by anyone considering serious off-roading, as they'll be removed by your first

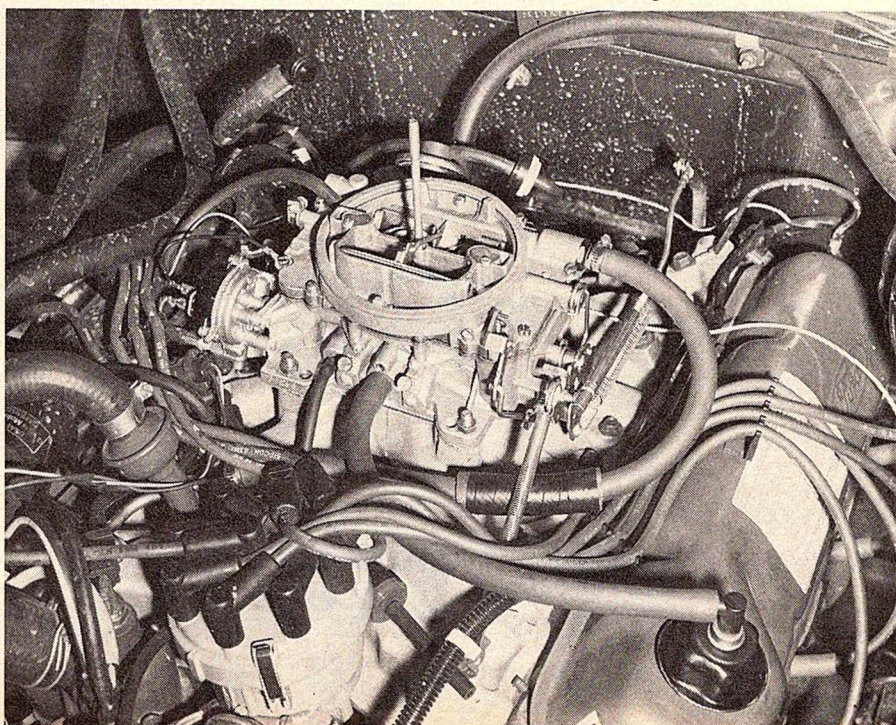
encounter with a recalcitrant tree.

We received our truck sans rear bumper, so before considering anything else, we installed a step bumper from Cal Chrome of Long Beach, California for both appearance and safety. Without a rear bumper, a 4x4 is high enough to drive a train under. This particular unit comes complete with a chrome kick plate, mounting instructions and all of the necessary hardware. We strongly advise, however, that you discard the sheet metal screws with which Cal Chrome suggests you



Edelbrock Streetmaster 400 manifold is at least 40 pounds lighter than cast iron Ford unit, and considerably more efficient. It's a good idea to block the manifold carburetor throat with a clean rag or something during the installation so that no foreign materials (like a manifold bolt) fall into the engine.

Carter's #9625 carburetor works perfectly, despite the fact that it was designed for use on a small-block Chevy engine. The stock Ford air cleaner will work if two metal tabs are bent out of the way. To properly ensure a tight seal between the carburetor and air cleaner, use at least three gaskets.



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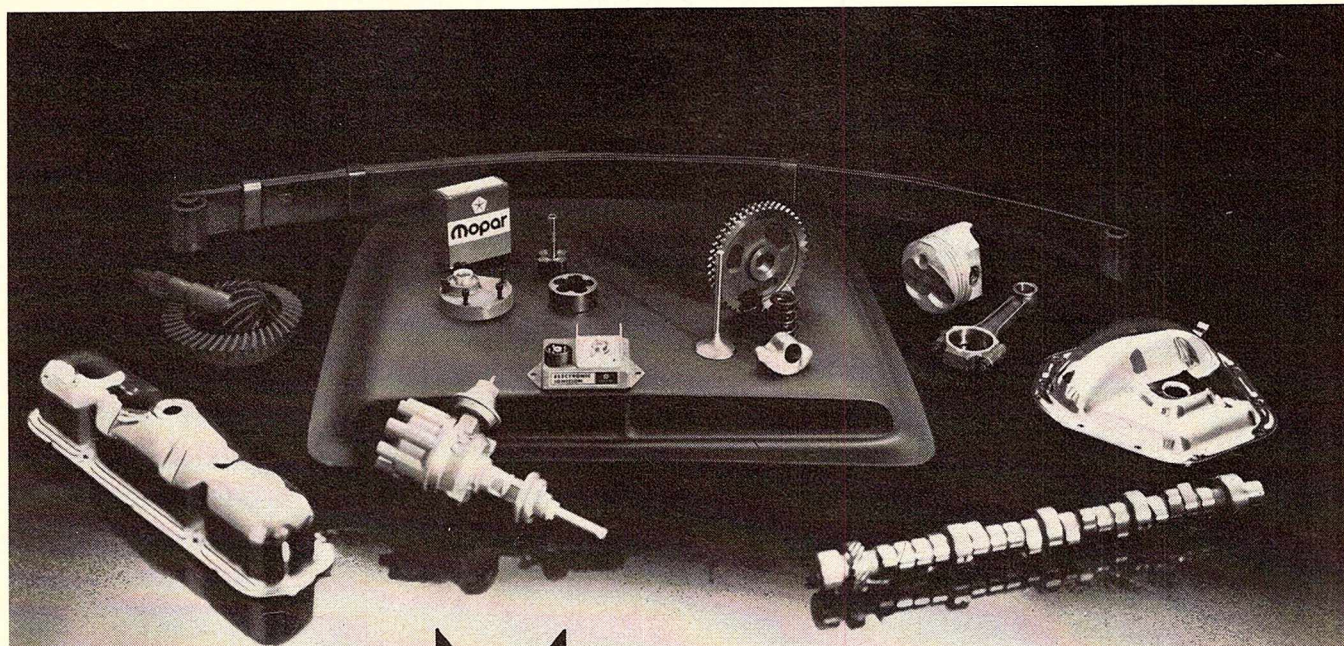
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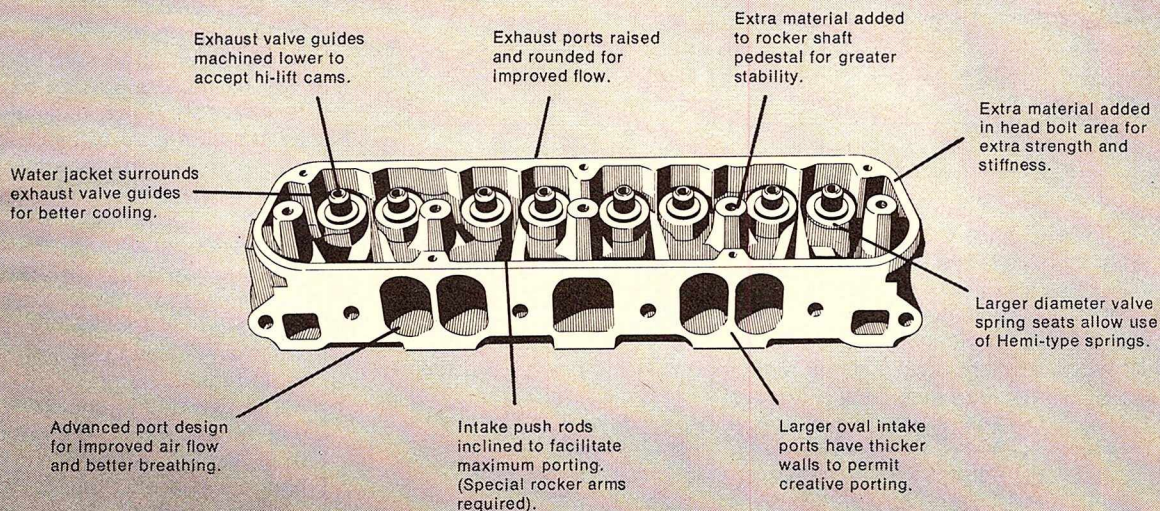


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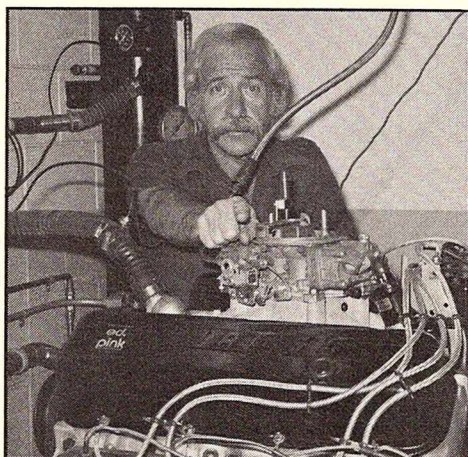
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TRUCK PERFORMANCE

mount the kick plate. Get out your trusty electric drill and a selection of bits and open up, one bit size at a time, the mounting holes in the kick plate and bumper until they're large enough to bolt them together with at least 1/4-inch nuts, bolts and lockwashers. Incidentally, it's not a bad idea to Loctite these nuts and bolts along with the four supplied for affixing the whole unit to the truck frame. Most pickups sold without rear bumpers have wiring harnesses for the license plate lights, making that part of the job easy.

With the two-barrel induction system, the 351M Ford engine provides pretty good economy on the open road, but lacks power for pulling heavy loads. In an attempt to boost both mileage and performance, we decided to install headers and dual exhausts, and an aftermarket manifold and carburetor.

Cyclone Automotive's two design engineers, Richard Coop and Gil Fultz, have come up with a header/dual exhaust system for 4x4 and conventional pickup trucks that is a beauty to behold. In the case of the 4x4 Ford, it's a legitimate bolt-on—if you follow the instructions. One problem area may be the dipstick tube, which we had to remove during the installation process. Be sure to use a drain pan, of course, and replace the lost oil before driving the truck any great distance. The exhaust system closely follows the location of the stock single exhaust pipe, which means that there's no interference with the side-mounted toolbox, or any aftermarket gas tanks you may wish to add later.

The Cyclone kit includes 2 1/4-inch pipe all the way to the back of the truck, and there are plenty of hangers and brackets to make the job easy. No mufflers are included with the kit, so these must be purchased separately. Because we wanted to do some sound decibel testing, we tried two different sets of

continued on page 115

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Z-1000.
You may never
master it completely.
But then, who wants
a tame motorcycle?



This year, the already magnum-size bore of the Z's double overhead cam, 4-stroke engine has been increased to 1,015 cc., raising the power output to 83 hp at 8000 rpm.

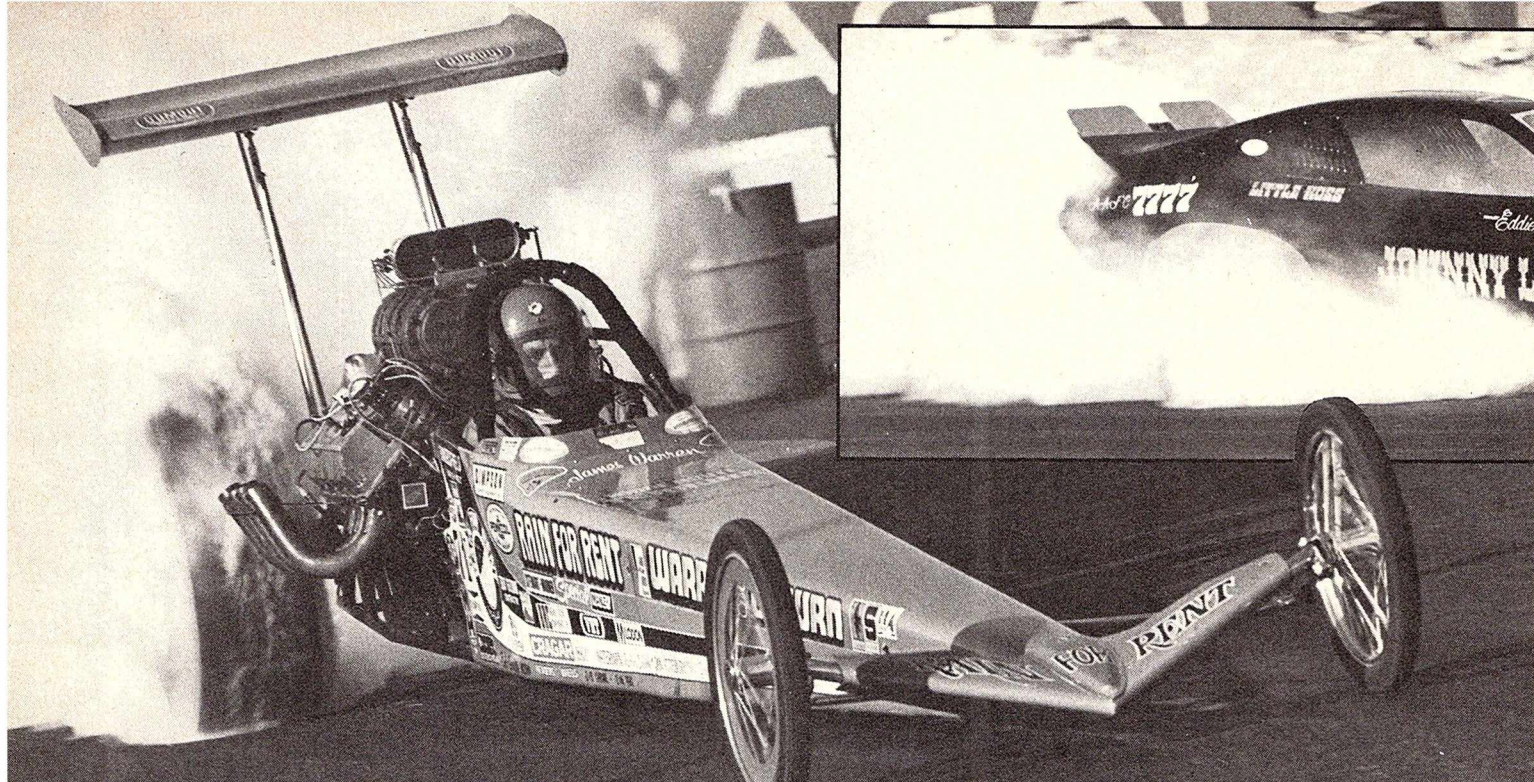
Needless to say, you don't go rudely grabbing for huge handfuls of the Z's throttle. (Just a polite tug will get the attention of the big Mikuni carbs very nicely, thank you.) The suspension geometry is carefully designed to keep a 130 mph motorcycle moving down the gray part of the road, thanks to a 59.3 inch wheel-base and generous rake and trail. The huge disc brakes, front and rear, have what it takes to deal with a rider's occasional bursts of over-enthusiasm.

The Kawasaki Z-1000 is too much motorcycle to be dominated completely by any rider. But if you happen to get on its good side, it will help you rule any road you choose.



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STILL RAINING IN BAKERSFIELD

By Jon Asher

WARREN & COBURN MAKE IT THREE STRAIGHT AT THE MARCH MEET, WHILE JOHNNY LOPPER ATTEMPTS TO MELT THE WORLD

If the Bakersfield March Meet is down on Top Fuel entries in 1978, blame it on James Warren and Roger Coburn. For the last three years they've made a shambles of

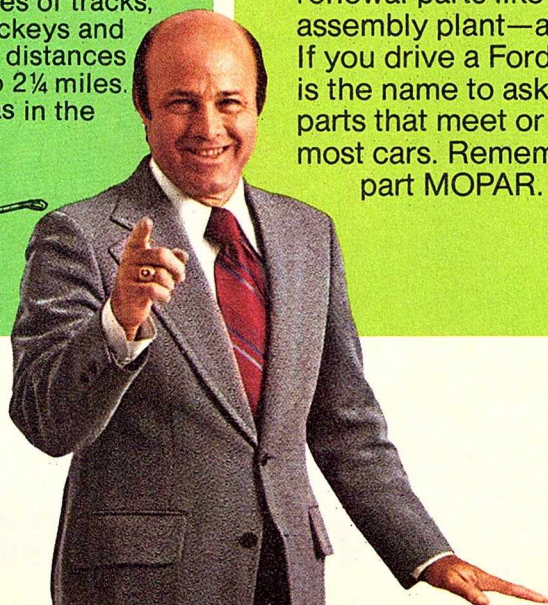
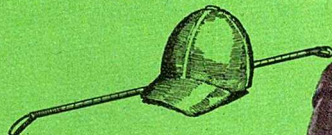
their hometown race, winning with apparent ease. This year, despite an excellent field, they did it again, averaging 5.814 through five rounds of eliminations. Their final round



STAR PERFORMERS IN SPORTS

by Joe Garagiola

The test of a star performer is doing the job under all conditions. For example, from 1917 to 1924 the great race horse Exterminator ran on different types of tracks, had a number of jockeys and trainers and won at distances from 5½ furlongs to 2¼ miles. In 100 starts, he was in the money 84 times.



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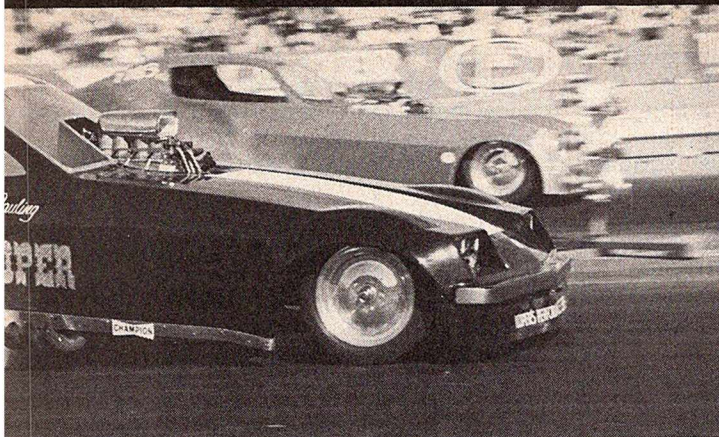


PHOTO BY TIM MARSHALL



Warren's third straight March Meet win was a popular one, as was Eddie Pauling's F/C, especially in the second round over Prudhomme. Kevin Rotty's wheelstanding Camaro won Pro Stock, but Shirley Muldowney lost early—to yet another magneto failure. Note the fuel pouring out of her "West Coast" machine. "Discussion" between losing F/C driver Pulde (left) and PR man John Durbin was loud, and eventually, very physical.

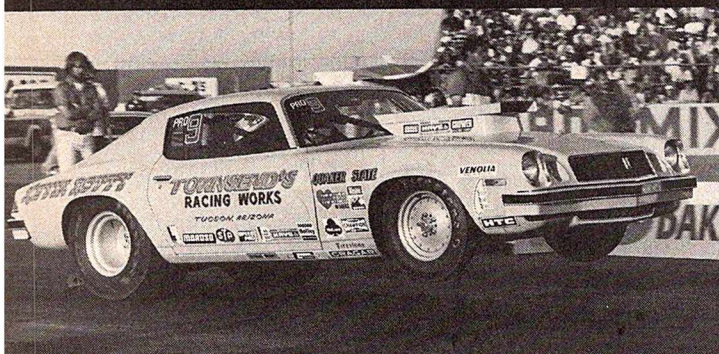


PHOTO BY CAROL JOHNSON



opponent was Don Garlits, who could only muster a 6.09 in the darkness of the late evening hour.

The Bakersfield crowd, usually one of the most vociferous, was

amazingly self-controlled in the face of a more than two-hour delay due to a timing equipment failure after two pairs of fuelers had opened the show. The problem was traced to a

power overload which literally smoked out the clocks.

Warren's primary rivals for the title were expected to be Garlits and Shirley Muldowney, but the Michigan

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BAKERSFIELD MEET

lady dropped out with a magneto failure in the second round. Garlits got very lucky in the third round when he apparently broke a rearend after Denver Shutz's machine had expired on his burnout.

The winner of the event's Most Outstanding Performer Award was Johnny Loper's Lil' Hoss Funny Car, driven by ex-Fuel Altered shoe Eddie Pauling. While the Loper/Pauling team may have won the battle, they undoubtedly lost the war: Their voracious machine consumed 40 pistons, 20 cylinder sleeves, one

aluminum block and a fiberglass Monza body on the way to the winner's circle. Loper is a firm believer in running his car hard, but it uses parts at an astonishing rate when it does so. As a result, they missed the Gators a week later.

Pauling opened with a 6.09, came back to run an identical number against Don Prudhomme (much to the delight of the largest crowd in March Meet history), and ran an even quicker 6.03 against Gordie Bonin in the semifinals. Against Dale Pulde for the money, the outcome was determined by Pulde crossing the center line after Pauling had gone into a wheelstand and lost his

Monza's body. When informed that he'd crossed the line, Pulde and crew immediately went back to the starting line to discuss it. The "discussion" became rather animated.

Arizona's Kevin Rotty scored an impressive win in Pro Stock with his trusty big-block Camaro, upending Dick Landy in the ex-Larry Huff Dodge Sport in the finale. Landy's new Arrow will debut shortly; until then, he's depending on his reflexes, and brother Mike's engines, to reach the final rounds.

Pro Comp had nearly 100 entries, with eliminations following a now familiar path; Dale Armstrong moving smoothly from the No. 1 qualifying position into the winner's circle on the strength of 6.6 elapsed times. Jimmy Scott drove Paul Dulmage's AA/DA to the runner-up spot, recording an astounding 6.69 in the semifinal round, by far the quickest e.t. ever for a small-block Chevy on alcohol. The pass took its toll, however, as Scott slowed to a 7.19 on the money run.

Excellent bite and good air produced outstanding sportsman performance. Virtually everyone ran quicker than usual, with Don Waite's immaculate A/Altered annexing the Comp crown, and Jim Steven's slick B/SM doing the same in Modified. Bill Hoefer Jr. won Super Stock with his SS/J Camaro and Jeff Powers' Cobra Jet Mustang took the Stock title.

The March Meet used to be *the* prestige event for diggers, but much of its luster wore off when the race was promoted and controlled by a group of easterners. With the return of local control, and the filling of the Pro fields with top flight racers, the event's impact is on the upswing. Now if Warren can only control himself, and let somebody else win once in a while . . .



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TRUCK PERFORMANCE

continued from page 110

mufflers. For our final step, we installed a crossover, or equalizer, tube between the exhaust pipes just behind the header collectors. The results were rather surprising, with Cyclone's "California Hemi" mufflers recording excellent numbers. See the accompanying chart for the specifics.

Prior to the installation of the headers and dual exhausts, we did some mileage testing on Edelbrock's dynamometer in El Segundo, California to obtain some baseline figures. We returned to Edelbrock to continue the testing, and to install one of their Streetmaster manifolds and a Carter carburetor. The Streetmaster 400 (PN 3170) is fitted for an EGR system and all of the necessary emission controls. Because of the complexity of the Ford's emission fittings, Curt Hooker and Bob Flackenstein, the men who did the installation for us at Edelbrock, strongly suggest that to avoid any hassles you thoroughly read the instructions supplied with the manifold *before* starting any of the actual work. The carburetor we used, Carter's 9625, was designed specifically for the 350 Chevy engine, but Flackenstein and Hooker made a few simple modifications that tailored it to the Ford engine. Carter will shortly have available a 625 cfm carburetor calibrated for the 351M/400 Ford engine.

We again made a series of mileage checks on the Edelbrock dyno, making some carburetor changes between each driving cycle. The two modifications that helped the most were the installation of .095-inch (PN 120-395) primary carburetor jets, and drilling out the idle feed restriction rods to .033-inch. These changes resulted in a much smoother throttle "feel," and an improvement in the mileage rating to 14.52 mpg. While not earth-shaking, remember that the truck has a 4.10 rearend gear, and considerable emission controls. While admittedly not an accurate test, the "seat-of-the-pants" feel of the truck was much improved with the installation of the larger four-barrel carburetor and manifold, and there seemed to be about another 5 to 6 mph available at the top of third gear.

The future for our truck includes the installation of some neat bolt-on goodies, and some suspension and safety improvements that you can make yourself at considerable savings. Stick with us during the coming months and join us in the mud.

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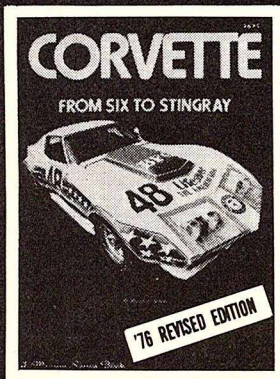
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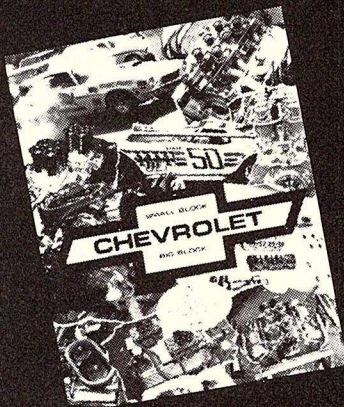
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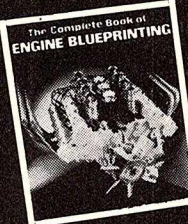
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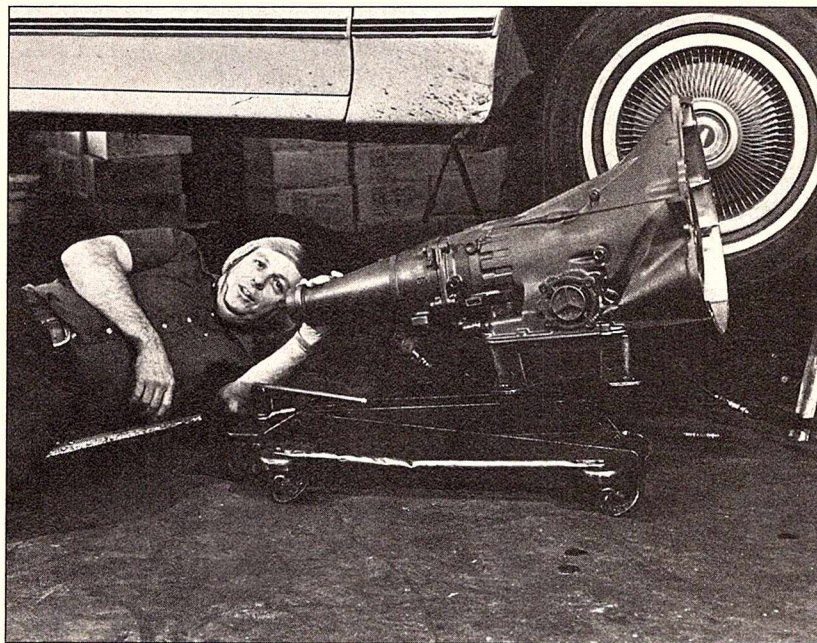
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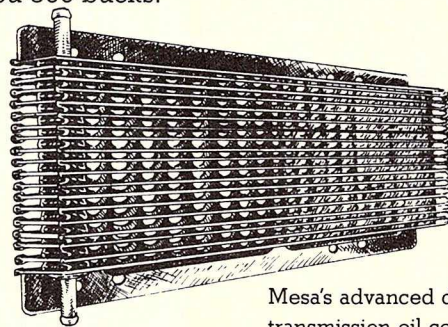
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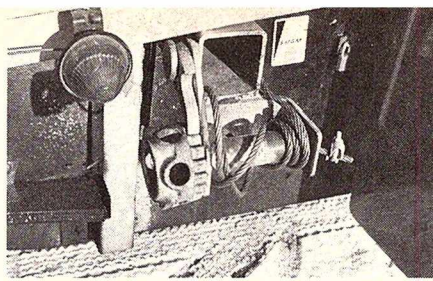
continued from page 40

even with the better mileage combination, the truck still passes with ease and has shown its taillights to more than a few surprised supercars.

Terry and one of the service technicians, Cliff Snow, at Barton Olds installed the W-30 when Terry got the race car in 1972. There is plenty of room for the big 455 Olds inside the C-30's engine compartment. Stock Olds engine mounts were attached to four-inch steel plates which were welded to the frame for the front motor mounts. A single steel plate was used to locate the rear of the transmission. The driveshaft had to be lengthened one foot and the clutch linkage had to be moved back 1/4-inch. The Oldsmobile carb linkage was used and everything on the truck, including the stock HD radiator, was left in its original position.

Besides being able to use parts off the truck's motor, Terry can also use the truck's transmission in the race car. The trans is the one that was used when the car was campaigned with a stick shift. It is an M22 "rock crusher" with a Hurst Competition Plus shifter and an Olds clutch.

The truck is a short-wheelbase model, so every bit of space must be utilized. There is a storage space underneath the car between the ramps, and a spare rearend is carried right behind the cab. The ramps for the truck are just long enough for the car; Terry got a good deal on them by purchasing used ramps from an old Convoy car hauler. He also got four cable ratchet-type tie-downs from Convoy



which are welded to each corner of the truck.

The truck doesn't have a winch, so the car must be driven onto the truck. Terry does carry a manual come-along for emergencies. Overload springs with six extra leaves were added to the rear suspension to help carry the weight

of the car. The tires are 8-ply Goodyear truck tires. The way the race car sits results in a very well-balanced truck, a fact which Terry claims makes the rig handle like a sports car.

The interior of the cab is equipped with bucket seats, power steering, power brakes, air conditioning and a CB radio. Luggage, spare slicks and whatever else needs to be taken to the races is carried inside the race car. Terry travels light and compact. The truck isn't a high-dollar luxury rig but it does everything a transporter should do and has the added bonus of being a ball to drive.

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Anything else is mock turtle.



Photo taken with a Contax RTS camera

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FINAL COUNTDOWN FOR THE CAR CRAFT STREET MACHINE NATIONALS

By Bruce Caldwell

Personal opinions of the CC staff aside, this is your last chance to be insulted, titillated and cajoled into attending the *CAR CRAFT* Street Machine Nationals. If you're a slow writer, get one of your smarter friends to fill out the attached entry blank because the biggest event to ever hit street machining happens at the end of this month. On the weekend of June 24-26, the Indiana State Fairgrounds will be inundated with the wildest assortment of street machines, vans and pickups ever assembled in one spot. The event is open to any 1949 or newer street machine and the paltry sum of \$25 gets one vehicle and two occupants in on all the fun (additional guest passes at \$5 per the weekend will be available at the event).

There will be all the usual fun, games and car gazing associated with any street machine event, only everything will be better and there will be more of everything. The headquarters for the event will be the Marriott Inn, but all accommodations (hotels, motels and campgrounds) are being handled by the Indiana Convention Bureau. Telephone

reservations won't be accepted. You must write to the Convention Bureau at this address: *CAR CRAFT* Street Machine Nationals, Indiana Convention Bureau, 100 South Capitol Avenue, Indianapolis, Indiana 46225.

Everyone who is anyone in the automotive business will be at the CC Street Nats. The best automotive accessory firms will have representatives present to answer your questions and show you their latest products. There will even be trick parts at special prices for Street Nats participants to purchase.

For those of you who appreciate something for nothing (who doesn't?), *CAR CRAFT* and a fine flock of friendly sponsors will give away a gaggle of gifts to participants at the *CAR CRAFT* Street Machine Nationals in a special drawing (there will also be separate prizes for spectators). The grand prize is a fully tricked-out, loaded-to-the-hilt '77 Datsun King Cab pickup with a trailer and a Hodaka Super Rat motorcycle. Two other Super Rats will be given away also. Other prizes will include: valve covers and racing jackets from Edelbrock; timing lights, test equipment and ignition analyzers from RAC; Holley intake manifold,

carburetor and fuel pump; \$100 gift certificates from California Step Side; a Shot Gun street convertor, oil trans cooler and shifter from Hurst; Super Coils from Accel; a pair of 160-15 tires from M&H Tire; a set of tires from Concorde; Wolfs Head Oil and T-shirts from Wolfs Head Oil; a Pace Setter blend kit for vans and a set of mini-car exhaust headers from Pace Setter; oil from Kendall; two sets of Four Way Equalizer shocks; a set of flares and spoilers for a mini-truck from Beach Enterprises; Mothers polish; Eagle headers; Revell models; H.P. books; products from Rocket Industries, Autotronics and Pacesetter, and the use of a Sheller Globe motorhome for the CC staff's base station. This is only a partial list of prizes available at press time.

Time is fleeting, so send those entry forms in right away. Polish up the car, load up the family and beat tracks for Indianapolis on the weekend of June 24-26. Support the *CAR CRAFT* Street Machine Nationals and show everyone that street machiners want and deserve more and better events. As for CC's closet street rodder, tell him to eat cake.

continued on page 120

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CREDENTIALS: Entry confirmation will be made by return mail. All identification materials, windshield sticker and two (2) admission credentials will be issued only at the Street Machine Nationals Registration Office prior to and during event upon presentation of confirmation letter.

TOTAL AMOUNT ENCLOSED WITH THIS ENTRY \$ _____ (\$20 if mailed prior to June 1, 1977, and \$25 thereafter.)

ENTRANT MUST BE 18 YEARS OF AGE; IF UNDER 18, PARENT OR LEGAL GUARDIAN MUST SIGN.

ENTRY & ADVERTISING RELEASE:

In consideration of this entry, car owner and wife or guests agree to permit Car Craft Magazine the use of their names and pictures, and pictures of the car for publicity, advertising and commercial purposes (including newspapers, magazines, radio and television) before, during, and after the event, and do hereby relinquish any rights whatsoever to any photos taken in connection with the event, and give permission to publish or sell or otherwise dispose of said photographs to Car Craft Magazine. All publicity and advertising rights reserved by Car Craft.

GENERAL INFORMATION:

The 1977 Car Craft Magazine Street Machine Nationals will be presented in Indianapolis on June 24, 25 and 26 with activities to be produced and conducted at the Indiana State Fairgrounds. Registration begins Thursday, June 23, and continues until noon on Saturday, June 25. All admission credentials, windshield sticker, and registration materials available for pickup only at the official registration office. No admission permitted to fairgrounds for vehicles without windshield sticker in place. No persons, regardless of age, will be permitted entry to fairgrounds without proper ticket. Trailers prohibited from fairgrounds.

OPERATION:

Event management reserves the right to restrict entrants to acceptable behavior during any and all activities of the Street Machine Nationals. Open headers and unnecessary tire-spin, or any other reason an entrant or his vehicle, their appearance or conduct are deemed objectionable by event management, entrant and his vehicle will be subject to eviction

from the premises. Any poor behavior off the fairgrounds will be reason for denying admittance of vehicle and entrant to fairgrounds. This reservation includes persons, things, conduct, printed matter, or any act or item of poor character which the management considers to be objectionable to the event's well being. In the case of any eviction or restriction, Car Craft is not liable for refunding entry fees except at its own discretion.

LIABILITY:

In consideration of the acceptance of the right to participate, entrants, participants and spectators by execution of this entry form, release and discharge Car Craft Magazine, Petersen Publishing Company, Street Machines, Limited, the Indiana State Fairgrounds, the State of Indiana, the City of Indianapolis, and their officers, directors, employees, agents, representatives, and servants, and anyone else connected with management or presentation of the Street Machine Nationals of and from any and all known or unknown damages, injuries, losses, judgments, and/or claims from any cause whatsoever that may be suffered by any entrant to his person or property. Further, each entrant expressly agrees to indemnify all of the foregoing entities, firms, persons, and bodies of and from any and all liability occasioned or resulting from the conduct of entrants or any participant assisting or cooperating with entrant and under the director or control of entrant. Entrants agree that participation in any contests, games, or activities may be limited to vehicles which have completed the Street Machine Nationals Vehicle Safety Inspection.

Management will do all in its power to cooperate with participants to ensure a successful event. We ask that you please do the same; kindly observe all safety and traffic regulations, safety rules, and fire ordinances, and maintain conduct befitting a representative of the sport of street machines.

I have read and agree to all conditions of the Street Machine Nationals and rules governing the event as set forth on this form and agree to observe all rules and decisions of event management.

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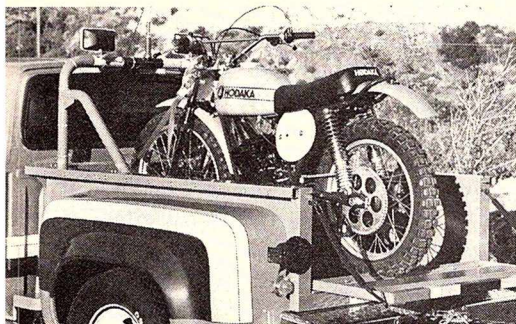
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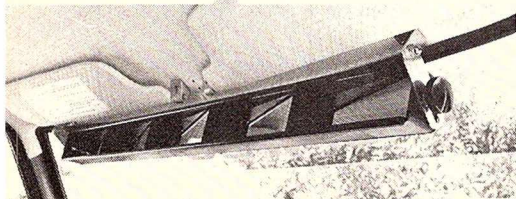
The most spectacular prize ever to be given away at a street machine event is finished. That sharp-looking Datsun King Cab featured on this month's cover is what some lucky participant will drive home from the CAR CRAFT Street Machine Nationals. That lucky person will get more than just the truck, because the grand prize also includes a Hodaka Super Rat motorcycle and a trailer with a Snugtop shell.

Last month, the exterior was all but finished, so only the final touches were needed. A chocolate brown tonneau cover for the California Step Side bed was obtained from AAction



The Hodaka Super Rat is held firmly in the bed with aircraft-quality Ankra straps.

Auto Interiors in Sacramento. Since we had already installed the Mercury Tube Show Bar rollbar, the tarp had to be modified by Tony Nancy to fit around the tubing. An Avanti AV-327 mobile antenna was installed in the special CB antenna mounting hole provided on the Show Bar. MG



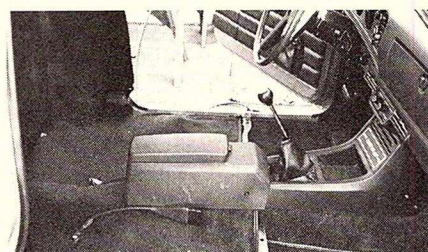
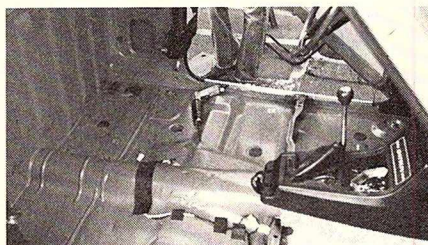
The Wink wide-angle mirror from MG Mitten greatly improves rearward vision.

Mitten supplied a "Sunset Strip" non-reflective windshield sun screen and a pair of Hella Black Sport Mirrors. To protect the valuable wheels and tires on both the truck and trailer, McGard wheel locks were installed.

The chief occupant of the pickup

bed is a '77 Hodaka Super Rat 100cc motorcycle that is color coordinated with the Datsun. The Super Rat is bright orange with a blue frame. It is a very agile and aggressive off-road MX-style motorcycle. To keep the Super Rat securely tied to the bed, a set of Ancra aircraft quality motorcycle tie-down straps were installed.

Although the trailer was built at the very start of the project using California Step Side's trailer kit for the stock Datsun bed, it wasn't until now that a Custom Hardtops' "Snugtop" from Beach Enterprises was installed on the trailer. The whole unit was then taken to Street Customs Ltd. where it was painted with Ditzler paint to match the Datsun King Cab. Pro-Trac 60 tires (size E60-14) mounted on Keystone Ranger wheels were used to match

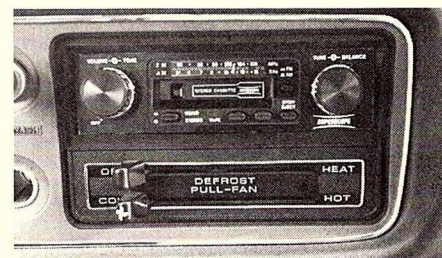


The King Cab interior was completely stripped for the installation of KAMP's Mini Truck Interior Kit. The finished interior with super comfortable reclining seats is as plush as any luxury car interior.

the wheels and tires on the truck.

The interior of the King Cab received the majority of the modifications this month, starting with a complete custom interior from KAMP Inc. in Gardena, California. The cab was stripped bare and one of KAMP's complete Mini-Truck interior kits installed. The old carpet padding was replaced with one inch foam for noise insulation. The foam was covered with top quality dark brown carpeting with vinyl piping and a vinyl scuff pad on the driver's side. Two deluxe high-back reclining bucket seats were installed. The seats are brown vinyl with brown Nycrush inserts for non-stick comfortable driving. The seats have storage pockets on the back and inside armrests, which are retractable. The door panels and area behind the seats were covered with pleated brown vinyl to match the seats. The finished KAMP interior is very comfortable and looks extremely plush in the rich brown colors. It is available in kit form, so anyone can install a similar interior.

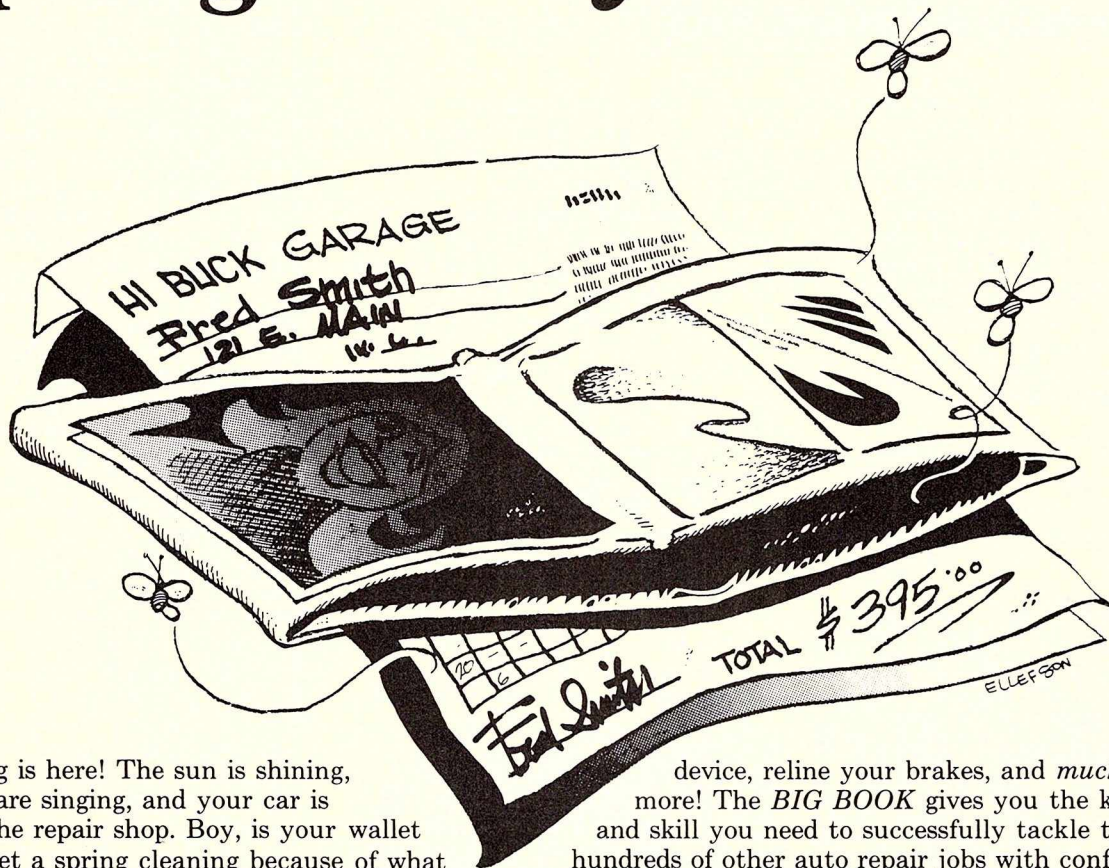
Next in line was a total sound and communications system for the Datsun. A compact-sized Superscope AM/FM stereo cassette player fit right into the stock radio location. The cassette function will be great for the trip to Indy, when crossing places where radio stations are few and far between. The Superscope CA-20 was hooked up to a pair of Craig 9426 deluxe speakers. With the air conditioning and everything else, the dash of the Datsun was getting a



Key additions to the dash are the Superscope AM/FM Stereo cassette unit, the RAC gauges, and the Panasonic 40 channel CB with all controls and speaker in the microphone unit.

little crowded for a CB installation; this problem was solved by using a new Panasonic RJ-3450 40-channel CB transceiver. This trick new CB

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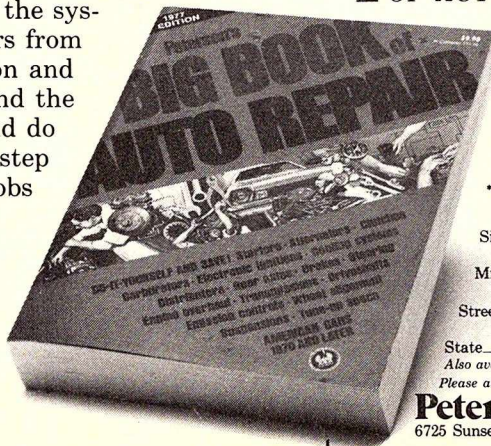
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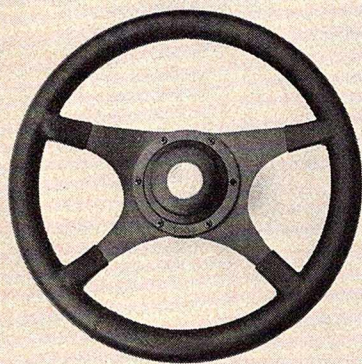
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ST. MACHINE NATIONALS

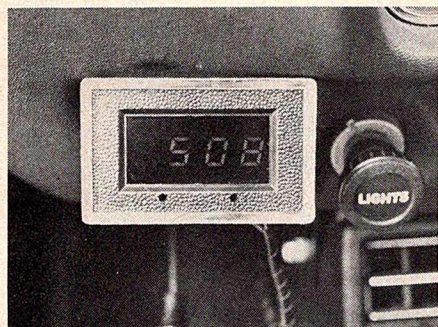
features a hidden transceiver, leaving just the microphone on the dash. We mounted the transceiver behind the seat. All the controls are in the mike, which is easily detached when you leave the vehicle—a definite theft deterrent. Besides the space savings and theft protection, the RJ-3450 also features automatic channel scanning. It will search for either a vacant or a busy channel, one channel at a time or in rapid succession.

Other additions to the King Cab interior included a leather 100+ steering wheel from Motor Rim and



The new steering wheel is a leather-covered GT model from Motor Rim & Wheel.

Wheel, a "Shif-Tee" gear shift knob, a Wink wide-angle mirror from MG Mitten, a LED digital clock from Applied Marketing Corporation, and a



The compact digital LED clock from Applied Marketing features bright red numbers.

set of Astro Gauges from RAC. The gauge panel fit right into the Datsun console and included amp, water temp and oil pressure gauges.

The finished Datsun King Cab mini-pickup is a prize well worth winning. The only thing left for us to do with the trick little truck is drive it from LA to Indy and give the keys to the lucky winner of the special drawing. You know this truck was built for you, so you better bring a friend to drive your regular wheels home, cause you'll be driving one of the neatest little trucks ever built.

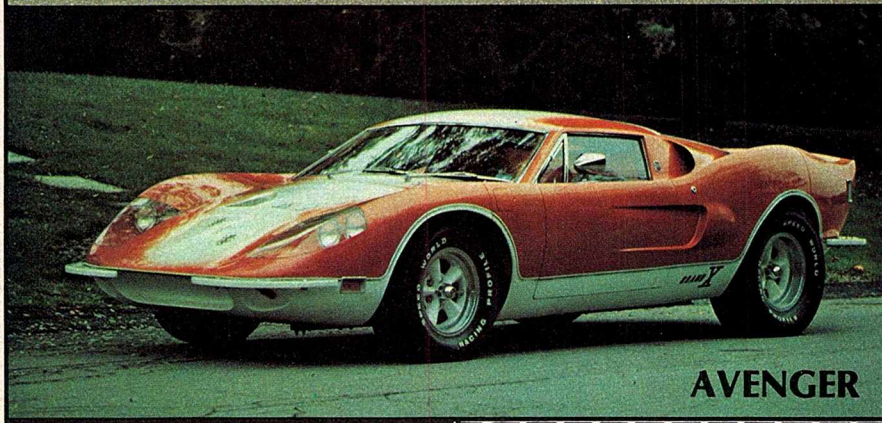
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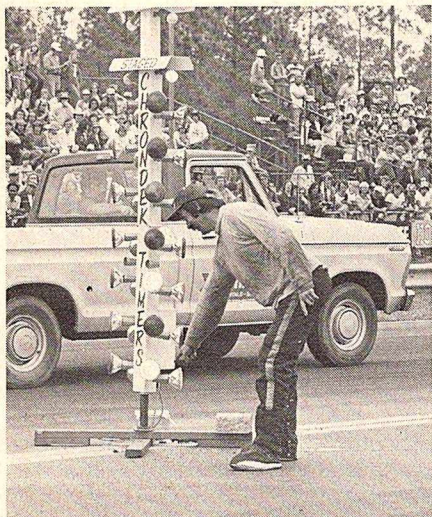
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GAINESVILLE

continued from page 69

eased by an up-in-smoke McEwen in the second, and kicked a couple of rods out of his engine after Don Prudhomme had fouled against him in the semifinal. Prudhomme showed real courage in even attempting to run, as he was desperately sick between rounds, and his car's severe vibrations had been giving his skull quite a beating. His rare redlight was certainly excusable.



A delighted Jerry Ruth points out Shirley Muldowney's first-round foul. "The King" wasn't smiling long—he was also gone after the round was completed.

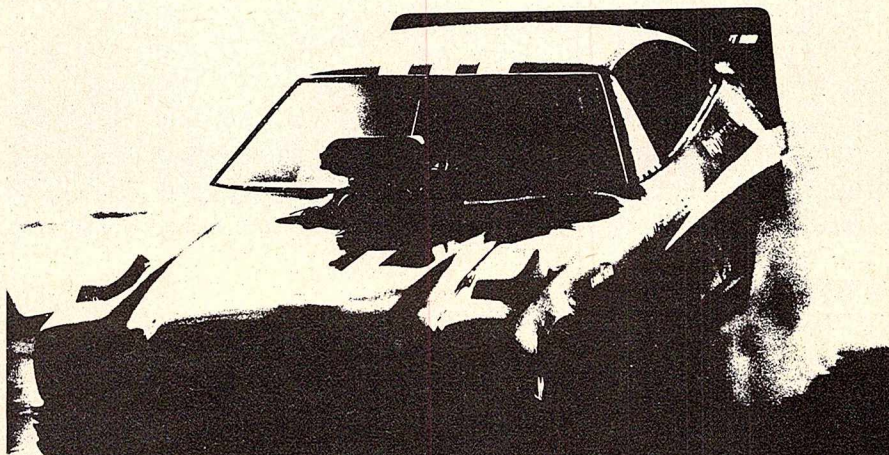


Another Pro-Stocker-turned-Comp-killer-car was Richie Zul's ex-Camaro, now in the capable hands of Dennis Ferrara. Running on the soft B/EA index, Ferrara outdistanced a tough field.

The Funny Car final wasn't the only single, as Dyno Don Nicholson got the same free ride in Pro Stock. Dyno needed no single to prove his domination of this particular event. He was the class of the field, and despite all the talk about the ability of Nicholson's new crewchief Jon Kaase, Dyno himself deserves much of the credit for his recent turn-around.

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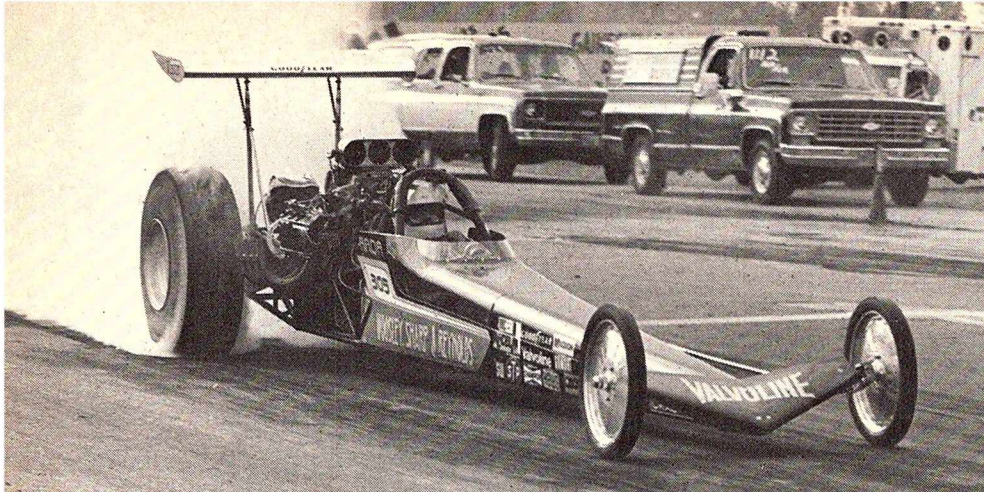
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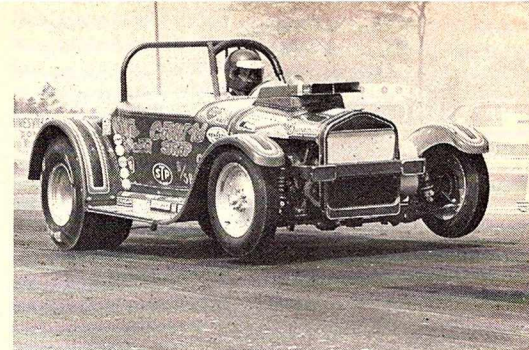
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ON NEWSSTANDS AUGUST 19th



Don Woosley, a former standout with an injected nitro-burner, fell to Armstrong in the finale.



Dave Hutchens' crowd-pleasing roadster wheelstood its way into the Modified title.

GAINESVILLE

little better, and with Jon taking some of the pressure off me, we're looking much better."

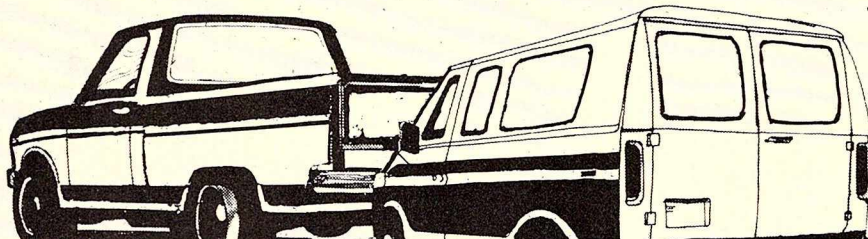
The Nicholson vs. Team Jenkins/Lombardo race in the semifinal round was a reversal of their Pomona contest, with Lombardo gambling on the lights and losing. Wally Booth beat a rapidly improving Dondero, Gapp & Roush combine in the other semifinal race, but the win was a costly one: Booth's AMC engine expired at the finish line, which lead to Dyno's single.

In Pro Comp, winner Dale Armstrong's average elapsed time, including qualifying, was 6.82. Armstrong's alcohol dragster was one of ten such vehicles in the field; only four Funny Cars qualified, and none was quicker than eighth position. Dave Settle's injected car was the lone A/FD represented. Settles slowed to a 7.25 in the first round and was gone. Not surprisingly, when it came down to the money run, it was a pair of AA/DAs staging up to race. Don Woosley, a former Sportsnationals winner, was Armstrong's final victim.

Econo Altered aficionado John Lingenfelter seemed to have a lock on the Comp eliminator title from the opening gun. The shot heard 'round the pits, however, was Lingenfelter's transmission giving up in the semifinal round, not the sound of victory. Without the planetary gear failure, the finale would have been a heads-up, all-B/EA affair, as Dennis Ferrara, in another ex-Pro Stock car (Zul's old Camaro), would have been racing. As it was, Ferrara stopped Keny Van Streader's B/Econorail for the title after running a consistent string of 9.6s on the lowered B/EA index of 9.80. Van Streader ran a best of .16-under his 8.30 index, but lost to Dennis with an 8.20 in the finals.

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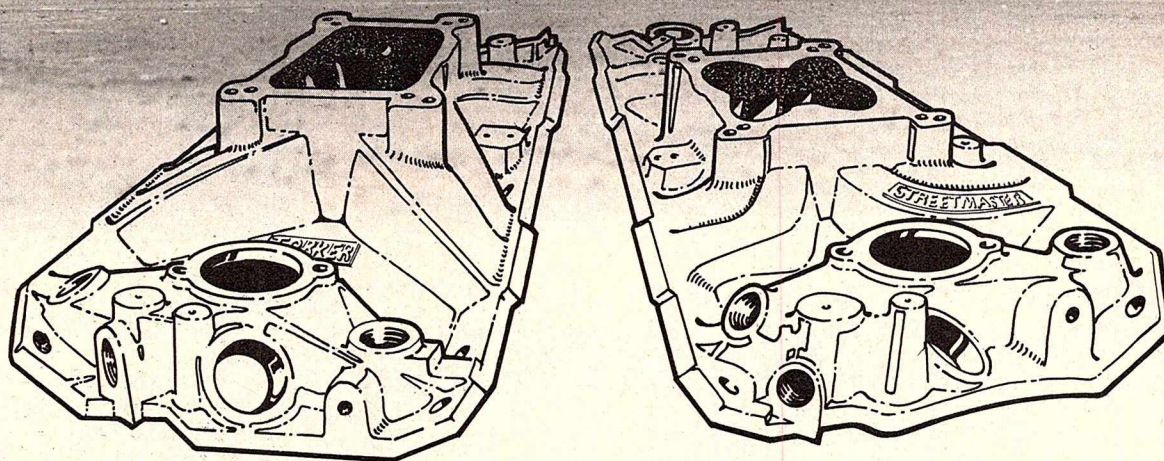
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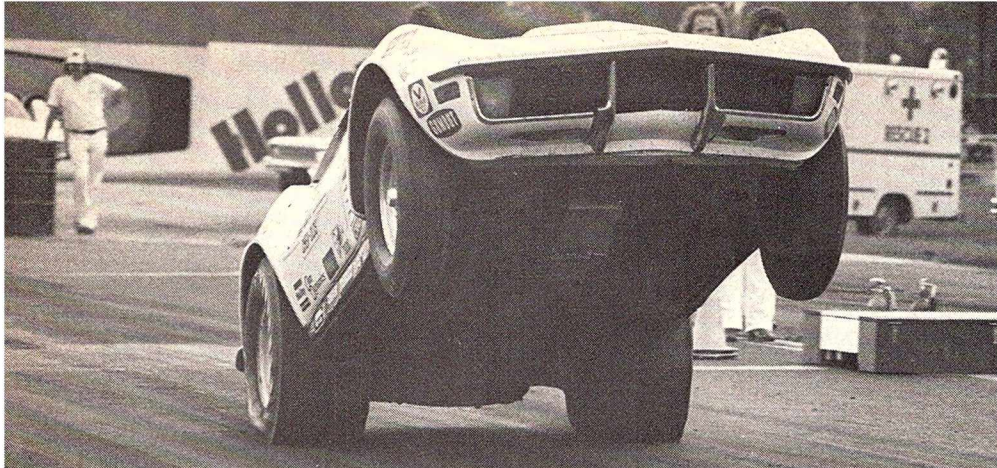
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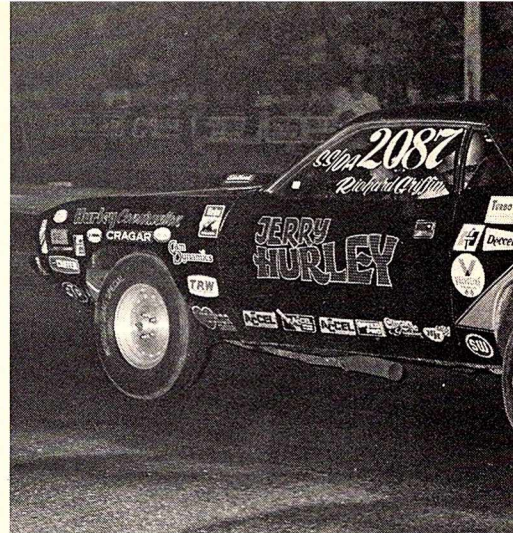


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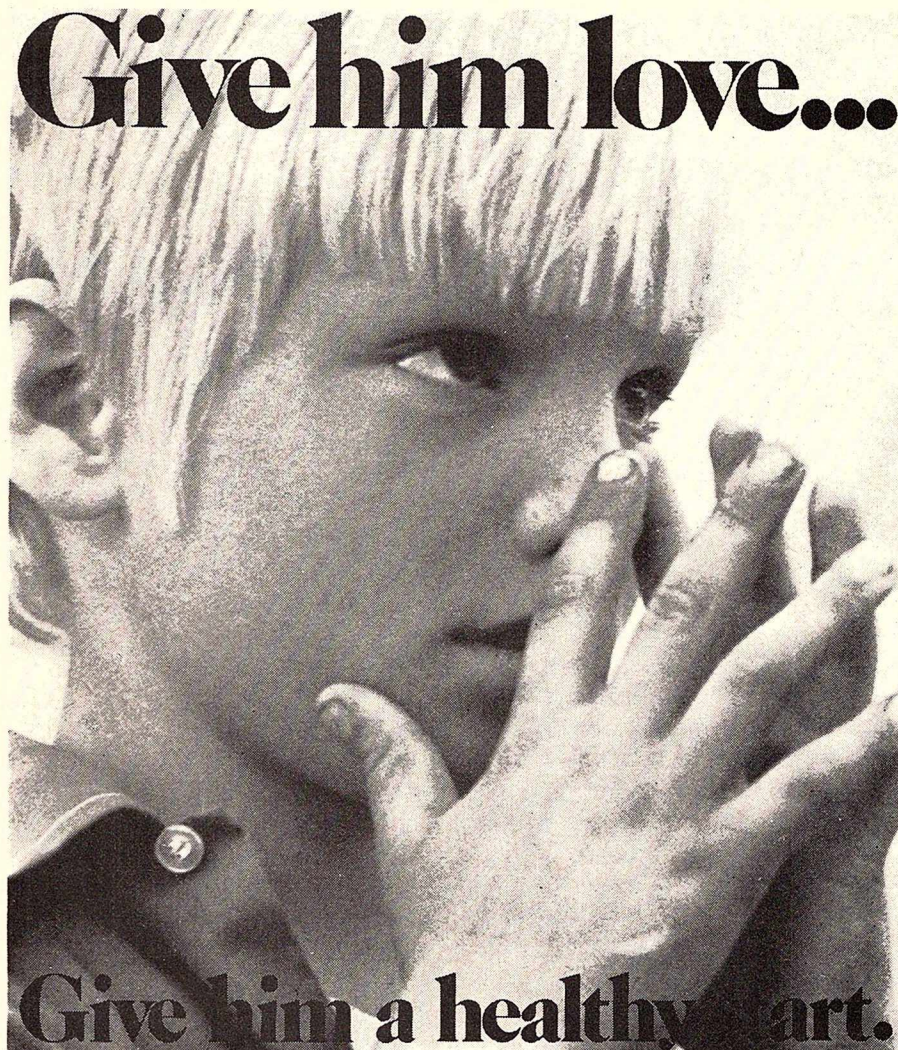
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This hapless Corvette driver found himself looking at the gray skies during the first round of class eliminations, which was as far as he got.



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GAINESVILLE

Modified was that both of the finalists were, if not totally new faces, at least a nice departure from the Christians and Sizemores who have dominated the bracket. Dave Hutchens' Wayne County Speed Shop Chevy-powered street roadster looked good and ran hard. At his best, he was .23 under the index, while runner-up Phil Pyle's F/MP Camaro ran a best of .09 under the 10.70 index. Tony Christian's H/Gasser, apparently adversely effected by the humid conditions, could only muster an .09 under, and that came during the early going.

With a breakout rule in effect in Stock and Super Stock, the racing is completely unpredictable. Winternationals winner Dave Boertman fell to eventual runner-up Bill Hanes' SS/OA Chevy. Richard Griffin, of beautiful downtown Gainesville, proved that anyone can win these on-the-brakes races, by using his SS/DA Hemi 'Cuda to good advantage in taking the top prize. He ran right on the index, and let Hanes run .05 under his for an automatic disqualification. One must be extremely lucky, an incredible driver, or a combination of the two, to win one of these "Russian Roulette" races.

Stock was a six-round, everybody-runs gig, with Division I Champion Jerry Stein emerging from the marathon with the crown. Stein's A/SA Plymouth averaged 11.56 during eliminations (11.52 index), and ran a sub-index 11.49 on a first round single. It was consistency like that, enough to give the finest bracket racer a case of envy, which helped Stein earn the title. David Fiore's '71 Buick was the runner-up; the Altoona, Pennsylvania driver fouled in the finals.

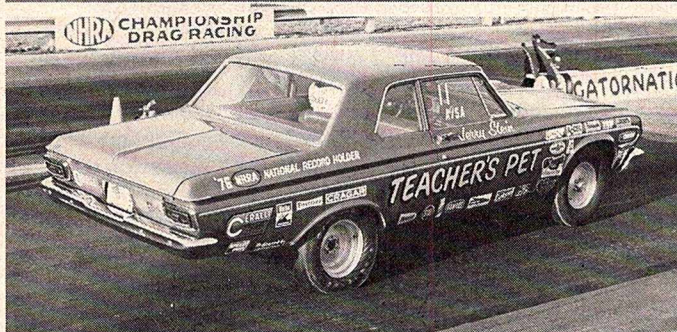
Despite the grim weather through most of the weekend, some Tree



TIM MARSHALL PHOTO

Richard Griffin's talents at the helm of Jerry Hurley's Mopar spelled victory in Super Stock.

malfunctions, and the less-than-perfect traction, the spectators remained enthusiastic to the bitter end on Sunday evening. The pro finals were run off earlier for the benefit of the television cameras, leaving the sportsmen to continue at their own pace. As always, there was a flock of new eastern cars making their debut. Hopefully next year the sun will appear to bring out the shine in the new paint, and the track surface will be improved to let the cars showcase their performance. ©



Phil Pyle's F/MP Camaro was one of many look-alike Ben Pilla Speed Shops-sponsored cars.

Jerry Stein's Plymouth shined during Stock action, which made the Division I champion's tow South worthwhile.

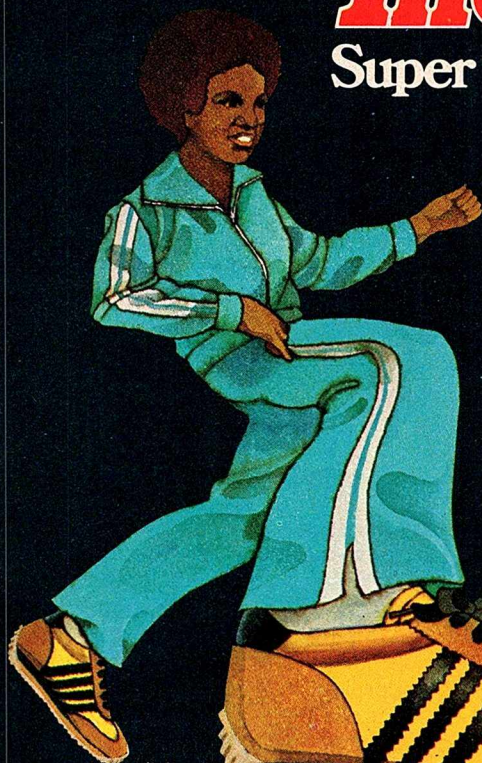


Dave Fiore's Buick lost out in the Stock finals, but if he did nothing else he proved that there are more Buick racers than Dave Benisek.

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BUYING A TRUCK

continued from page 44

supercar shopping, we're going to attempt to show you your way around the light-truck scene. Whether you're checking out one of the Big Three's machines or any of the other fine domestic rigs, there are a few areas that'll require extensive clarification. The information presented may occasionally be rather non-specific. But in these more complicated areas, you'll find that a good salesman can provide you with all the details necessary to make an intelligent choice.

EMISSION REGULATIONS

All gasoline-fueled trucks, regardless of Gross Vehicle Weight Rating (GVWR), are subject to emission regulations. These regulations are federally and California mandated and are divided into two categories: light-duty cycle and heavy-duty cycle. Light-duty covers vehicles classified as trucks with a GVWR of 6,000 pounds and under. Heavy-duty are those over 6,000 pounds GVWR. The regulations for the light-duty classification are more stringent than those for the heavy-duty group, and the lighter pickups generally require additional

controls and components. Emission standards for the state of California are stricter than those imposed by federal regulations (49-state) and often require that the trucks registered in that state be equipped with additional systems and/or components.

The lighter-duty and more popular pickups (fleetsides, stepsides, etc.) are often equipped (depending on the powerplant) with "compromise" emission systems. In these applications, a manufacturer may often utilize standard production passenger car distributors and/or carburetors simply because it would be too costly to make a special "truck" part. These components help to further reduce the pollutants from a machine that really doesn't require such limiting controls.

GVWR AND GAWR

A truck's GVW rating (as manufactured) is shown on the government-required, factory-installed Safety Certification label which can be found on the driver's side rear door pillar. The label indicates the total permissible weight of a production vehicle, including driver, passengers, body and payload. It also specifies the maximum capacities of the truck's individual front and rear axles and also contains important accessory reserve load information for the dealer to consider when adding accessories or altering the vehicle. Payloads should not exceed the rig's GVW rating and the weight carried must be properly distributed over the axles within the safety label's GAWR specifications.

The specified maximum capacity at each axle is determined by the component in the axle system (axles, springs, tires or wheels) with the lowest load-carrying capacity. Used vehicle buyers should note that heavier axles or suspension components sometimes specified by the original owner for increased durability will not necessarily increase the truck's GVW rating.

SPRINGS

Many trucks are equipped with two-stage variable-rate rear leaf springs. These springs have long upper leaves with a low deflection rate, or "softness," to support the vehicle's weight and give a smooth ride under light or no-load conditions. As the load increases, contact is made with the shorter lower spring leaves, which have the higher rate, or "stiffness," needed to support the additional vehicle weight. These leaf springs also provide



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control over lateral axle motion absorption of driving and braking forces.

If considerable additional equipment or weight is to be added to the vehicle after the initial purchase, or if the truck will frequently be used off the road, optional high-capacity front springs are needed. When heavy-duty front springs are ordered, the specific rating will be based on vehicle options and the GVW package ordered. You should seriously consider buying a higher-rated GVW package with spring and axle capacity sufficient for present and future needs.

Some manufacturers also offer what they call auxiliary springs designed to increase a truck's flexibility. They're usually mounted above the main leaf bundle and have free ends designed to contact frame-mounted brackets to provide increased loading capacity and stability. Auxiliary springs are especially valuable for rigs which are heavily loaded on only one leg of a round trip journey and lightly loaded on the return.

REAR AXLE

Limited-slip or anti-spin differentials are offered by all manufacturers for their light-duty trucks. They're identical in function to the units used in passenger cars—providing usable driving force to the wheel with traction available at times when the other wheel spins—and they're highly recommended for better bite on ice, or in mud, sand and snow.

Two types of rear axles are found in most domestic trucks. In the semi-floating type, a single, permanently lubricated outer bearing is attached to the axle shaft. This bearing transfers part of the vehicle load and side thrust forces to the shaft.

In the full-floating type of rear axle, a pair of tapered roller bearings support the wheel hub on the end of the axle housing. These bearings transfer the vehicle weight and side thrust forces to the housing rather than to the axle shaft.

TIRES AND WHEELS

Bias-belted tubeless passenger-car tires are offered as both standard and optional equipment on many trucks. The lower inflation pressures used with these tires provide a soft ride with adequate load-carrying capacity for all applicable GVW ratings. White sidewalls and raised lettering are usually available as are mud and snow treads for the rear and spare tires. Radial ply tires are

also widely available as they've become more popular on "car-style" trucks. Both tube-type (15-inch and 16-inch) and tubeless (16.5-inch) truck-type tires are offered as either standard equipment or optional equipment on most light trucks. These tires provide extra-rugged construction and a firmer ride, with higher inflation pressures, for more severe operating conditions.

Truck-type tires continue to use the earlier straight numerical designation system. A typical size indication would be "8.00x16.5D." The "8.00" indicates the tire width—in this case, eight inches. The "16.5" and the "D" indicate rim

diameter and load range, as with passenger-car tires.

TYPICAL CROSSOVER TIRE DESIGNATIONS

Flotation-type wide-tread tires such as 9.50x16.5 are advisable for trucks for off-road operation, even though smaller sizes may meet minimum requirements. The wide treads provide better traction and handling under such conditions. Mud and snow treads are also advisable for better traction, especially with four-wheel-drive rigs. Tube-type truck tires are often preferred for use off

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BUYING A TRUCK

the road because the stiffer tire body resists damage from rocks and other hazards, and because they are more easily repaired at the site of a flat tire.

In some instances, lower-capacity tires are used in front to provide a good ride while retaining the maximum capacity of higher-rated tires at the rear. In these cases, the spare tire should be of the same size and load range as the rear tires. A lower-capacity spare tire, if placed on

the rear in an emergency, could be seriously overloaded with a maximum load.

CROSSOVER DESIGNATIONS

BELTED TIRE	CONVENTIONAL TIRE
G78-15	8.25x15
H78-15	8.55x15
L78-15	9.15x15
HR78-15	8.55x15

Most light trucks feature stamped steel wheels which are attached with either five or eight beveled nuts per wheel, depending upon the truck series. Rims usually range in diameter from 15 to 16.5 inches, and

in width from approximately five to ten inches. Recommended wheel and tire combinations are selected by the truck builders to match gross axle weight ratings, again depending upon the truck series.

Features described for the single front and rear wheels above also apply to wheels used for dual rear wheel or "dualie" applications. However, these wheel sets have a tapered hub design, offset to permit mounting both wheel/tire assemblies against each other on the same studs.

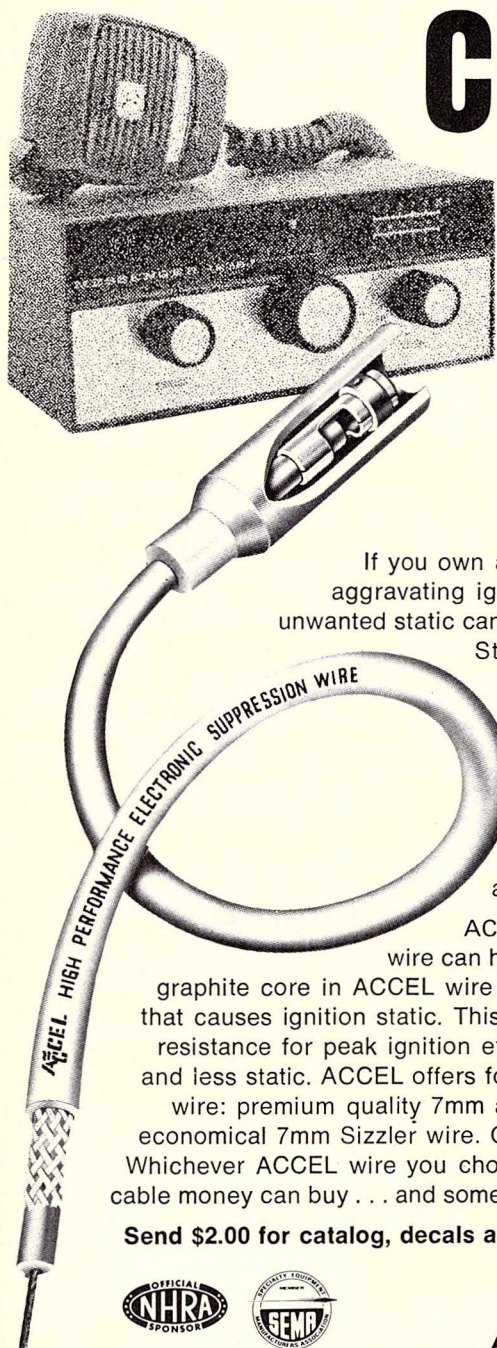
ELECTRICAL SYSTEMS

Few supercars ever packed two batteries underhood. But in the truck divisions, an auxiliary battery can be either a convenience option, or in extreme-duty conditions, a necessity. As a light truck option, both batteries would be hooked up to charge when the engine's running. Most popular models are wired to allow the auxiliary unit to discharge completely without affecting the main. Along with this increased storage capacity, a high-output alternator and its attending heavy-duty circuitry is always a good idea to specify. While most high-output alternators yield at least a healthy 70 amps, there are units like Dodge's optional charger which puts out a whopping 112 amps.

NOISE

The federal government as well as some states and municipalities have enacted noise legislation which applies to motor vehicles operating within their jurisdiction. It's a good idea to check the regulations governing the areas in which you'll be operating your truck. The individual truck-buyer should be sure that the specifications of the vehicle ordered are appropriate to his needs. Commercial truckers should be especially wary of these seemingly haphazard requirements.

Next year, the truck-buying business will probably be even more complicated. The popularity of trucks' multi-purpose nature is itself infectious and the manufacturers are always right there to provide the public with whatever they are willing to pay for. Pickups in particular will almost certainly ride a supercar-like wave, in which case we'll have to wade through all the hype that comes with the heavier marketing push. It won't make shopping any easier, but if the pickup pattern follows the supercar cycle, maybe you'd better grab a good one while you can, because we just may be dealing with *another* endangered species.



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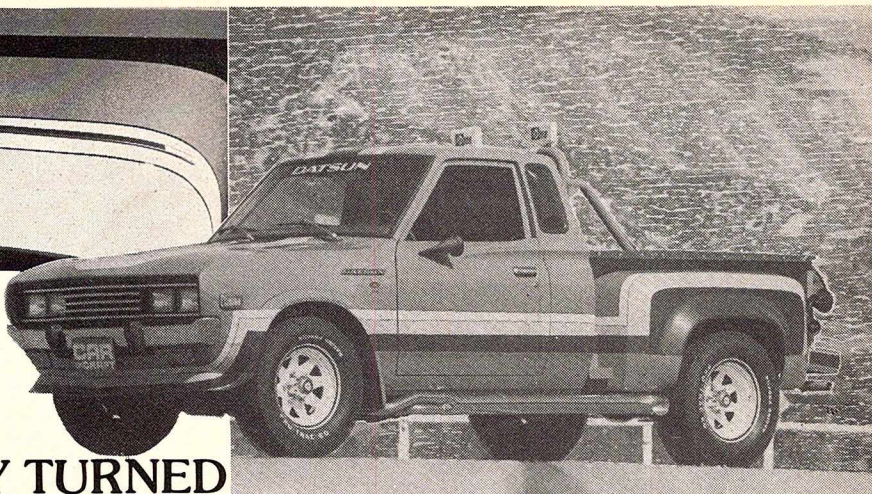
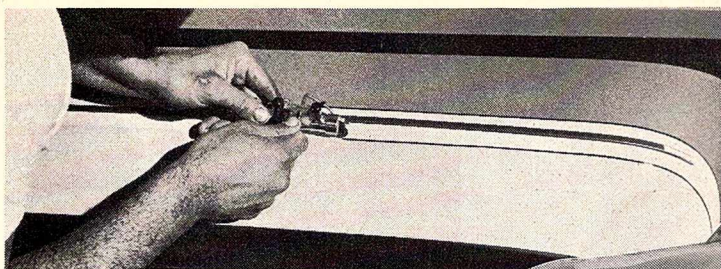
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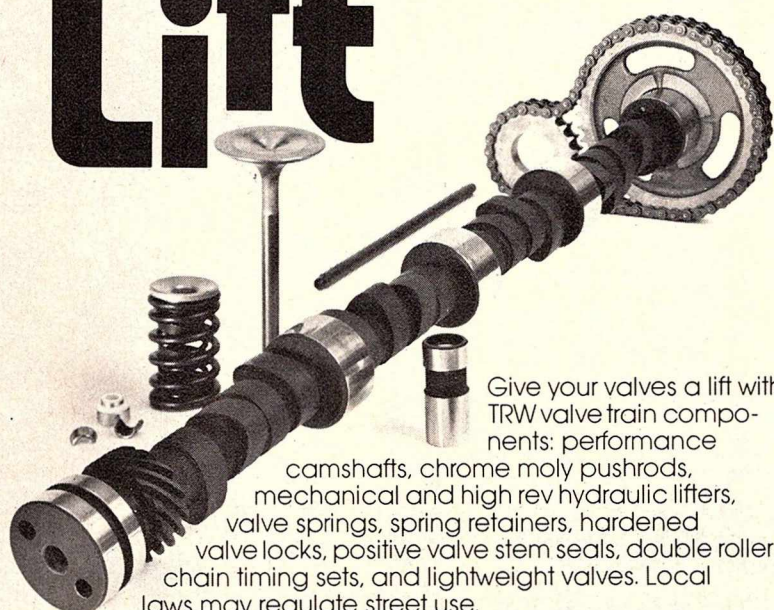


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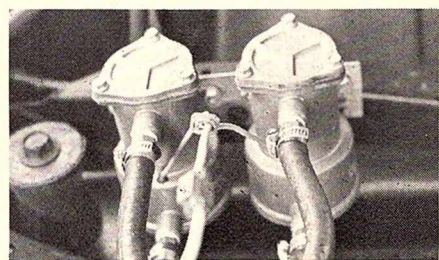
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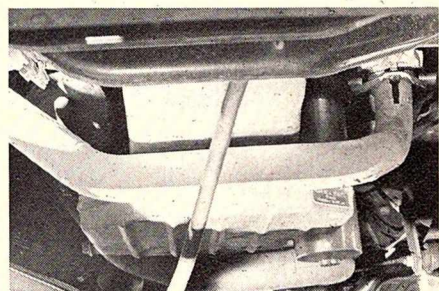
continued from page 55

the big black Chevy blends right in with the more mundane machinery found around—until, that is, Steve sticks his foot in it.

Installing the turbo on the truck's 350-inch small-block was an Accel-assisted affair. The Formula race team was involved with the eastern electrics people in a number of areas, and when the Turbosonic systems were being evaluated by Gary and Don Svoboda of Accel, Steve was in the right place at the right time. A priority-valved turbocharger kit bolted onto the C-10 easily enough, but the junk OEM shortblock just couldn't take the pressure. Upon teardown, Steve—who, incidentally, handles all of his own road and track engine assembly—discovered large amounts of casting slag in his oil pan. As it turned out, it was all this extraneous material in the motor that caused the factory 350 to eat itself alive.



Twin Conelecs replace the stock mechanical pump and supply the Holley 600 cfm double-pumper.



Taking no chances in the lube department, a total of 12 quarts of oil are carried on board—three in the special AC truck filter and nine in the deep Aviad oil pan.

With Accel's assistance in the original installation, fitting the turbo to the new motor was just part of the rebuild. D&G Racing pitched in again and the more easily effected setup allowed Steve to perfect many of the engine compartment's supporting components. Electrics were rewired and most fluids are now carried in Aeroquip steel-braided lines. The exhaust system, completely fabricated by Hank Young of Long Beach, now includes high-capacity turbo plumbing straight back into a single, two-inch-core glass-pack muffler. Accel ignition components

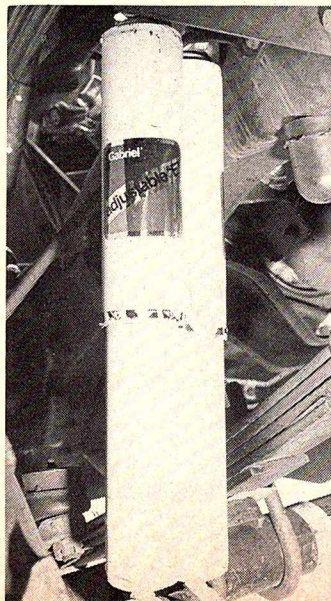
were also used and a special manifold-mounted 10-degree distributor retard mechanism prevents uncomfortable doses of spark advance. With a water injection system on board to keep the 600 cfm Holley-fed mixture under control, Steve tells us that he's yet to detect detonation even under extreme loading conditions. And except for a McLeod clutch disc and pressure plate, the remainder of the C-10's 3.73-gear driveline remains stock.

Beneath his half-ton rig, Steve's added twin Gabriel adjustable shocks at the front corners and single Gabriel dampeners at the rear. The entire truck is raised some six inches all the way around with special Hickey leaves, making the complete driveline easily accessible without ever rolling out a jack.

The big C's factory black lacquer is set off by white epoxy painted 16.5x9½ American wheels carrying Armstrong Rhino rubber all around. Four KC driving lamps are attached to a bed-mounted Hobrecht rollbar while a pair of additional KC's hang beneath the push bar up front. Steve didn't really have to do much to the cockpit to make his ride right because the C-10 is equipped with Chevy's Silverado trim option. But he did take the time to install a Blaupunkt FM/AM/Cassette deck along with a pair of Jensen speakers.

Both versatile and volatile at the same time, Steve's big blown rig is constantly put to the test. If it isn't hauling exotic race cars across the country, it's bashing about in the outback—always a first-class boulevard bruiser, yet capable of family chores. The scavenging system gives the truck a healthy 16 pounds of boost, a Jekyll and Hyde nature, and multi-duty use.

Dual Gabriel adjustables at each front corner and sturdy trusses on both axles help the C-10 get around town and over obstacles.



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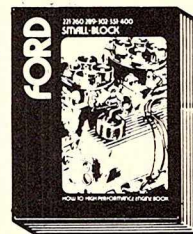
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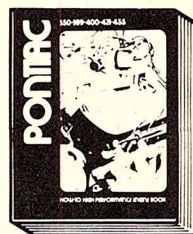


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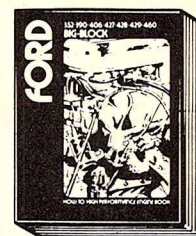
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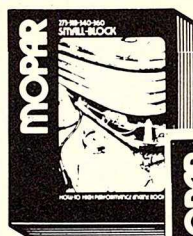
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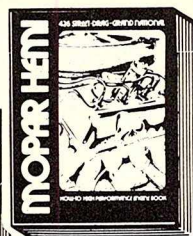
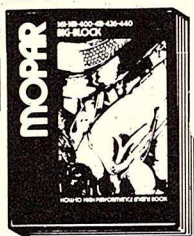


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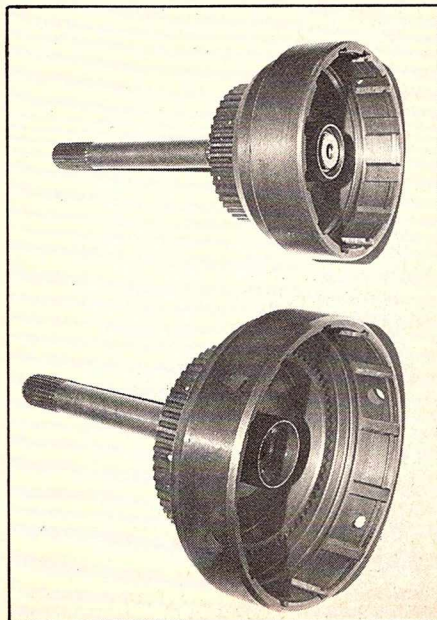
TRANS UPDATE

continued from page 72

There are three 904 model Torqueflites, the strongest of which has about 60 percent of the torque capacity of a 727. The light-duty A904 was designed for slant-sixes and 273ci V-8s, while the A904LA is used behind the slightly larger 318 motors. The major difference between these two boxes is the use of a double-wrap, low-reverse band in the boxes behind the higher displacement engines. A delicate A998 version of the 904 was originally developed for AMC and may have seen limited duty in some low-output Mopar applications. The A999 box is the strongest 904 made with its five-clutch high-gear drum, high capacity low-reverse band, and four-pinion planetaries. It's also the best automatic to use behind a small-block.

At this point, it's difficult to out-and-out state whether or not the low ratio gearset will work in a specific combination, but there are some definite statements which can be made. Overall success will always be determined by a combination of track conditions, how well a particular car is set up, and which torque converter and basic transmission are on board. As we mentioned, the new gearset is available only for the A727 Torqueflite. If you're using the 727, all small-blocks seem to like the stiffer new gearing. But these same small-blocks also tend to run quicker (due primarily to the considerably lower rotating

Small-blocks seem to prefer the A904 Torqueflites because of their lower rotating inertia forces. The rear clutch retainer and input shaft assembly are 727 parts while the smaller assembly is from a 904.

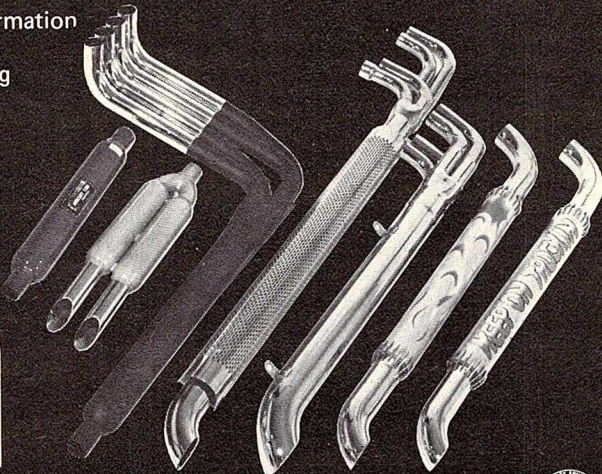


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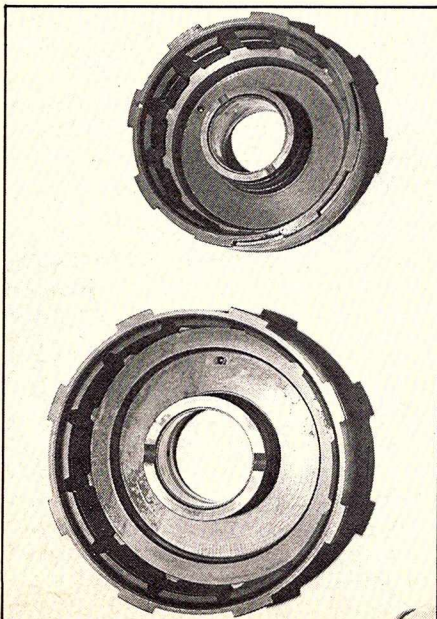


inertia of the internals) in front of a good 904. In all cases where it's legal to run a 904 transmission, it's recommended that you do so. Where some of the older 340s can't use the 904 in class competition, a bracketeer may be wise to have the smaller gearbox in his non-sanctioned racer—but then only if he treats the combination with respect. But if you have to run a 727 behind a small-block motor, the 2.77/1.55 gearset will most probably help you to run quicker.

Remember that all Torqueflites are rated over capacity, but the 904 will be pushed hard in high-output A-motor applications. A good 360 makes some serious horsepower, and the econo-backyard rehabilitator/rebuilder's mistakes that'll get by in a 727 may not make it in the smaller box. But a professionally-prepared 904 will stand up well under hard race use. Anyone planning to use a 904 in place of a 727 should remember that a different driveshaft and torque convertor will both be required.

Among the big-blocks, multiple carb 383s (the '62 343HP eight-barrel) like the 2.77 gearset while the same engines in single four-barrel form can't advantageously use a high stall convertor and the steep gearing in combination. The 3300-3400-pound SS/BA '65 cars with the aluminum heads and light front ends also seem to like the steep gear. These cars have excellent weight distribution, and it's best to set them up with loose springs, and a tall pinion snubber as though they were equipped with a four-speed. SS/AA Darts and 'Cudas, on the other hand,

The smaller piston retainer is also a 904 component while the bigger unit is from a 727.



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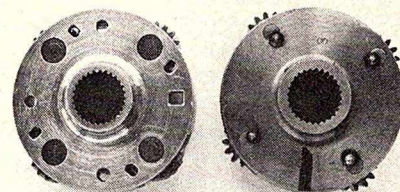
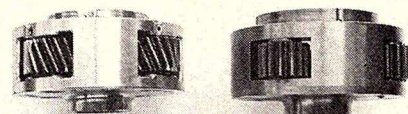
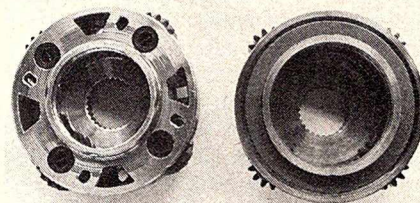
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TRANS UPDATE

have much more critical weight distribution and the stiffer gear has only worked under *unusually* good traction conditions—and then only in a well-balanced car. If a Max Wedge car has the positive weight distribution (in excess of 50/50) of the B-cars, they'd probably like the gear, too.

Well set-up SS/DA Hemi E-bodies (Challengers and 'Cudas) whose weight distribution works out to 50/50 or better will also like the



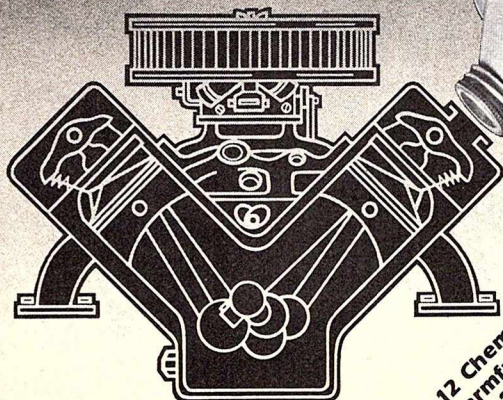
Production heavy-duty carrier (left) is aluminum and carries four helical-cut planetary gears. New carrier (right) is steel and utilizes straight-cut planetary gears.

gear. But in these cases, the torque converter appears to be equally as important. The 069J converter seems to work well with the gear in these cars, but there are other couplings which may also suit the combination.

A lower class Stocker which always has sufficient tire and traction to leave cleanly may be the rare case where the gear always works. But the main point to keep in mind is that you shouldn't even *consider* using the 2.77 gearset if the car doesn't hook well. We can't exactly say that this latest advance in auto-trans technology puts the planetaries even with the standard-shifts, but as you can see, some of the better balanced combinations do come extremely close.



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CHEVY GASKET GUIDE

continued from page 80

torque pattern, and it should be followed. Most of these patterns start at the center of the head and work outward in an ever-widening circle. Learn the pattern, because you are going to have to use it a lot. The best procedure is to snug the bolts to 25 ft-lbs and then work up, following the pattern, in 20-pound steps until you are within 20 pounds of the desired torque figure. Progress from here in five-pound increments; some racers are so careful that they go two pounds at a time. Gaskets that do not require retorquing are widely available and quite popular. But if you are using these gaskets for racing or for high compression street motors, retorquing can be a no-cost insurance policy against later problems. Have everything ready so that you can yank the valve covers and torque the bolts immediately after the motor has been shut down. If it cools before you are finished, heat it up again before doing the other head. Surface-ground head bolt washers and proper lubrication of the bolt threads will also help produce accurate torque readings. Most listed torque specs are for a lightly lubricated thread; a dry thread will give a false reading.

In any blueprinted motor, it is almost certain that the decks and the heads have been cut during squaring and "cc"ing operations. In these cases there is little likelihood that uneven surfaces will cause problems. A stock or street rebuild, however, may encounter problems with high and low spots, or warped heads. Often the sealer or the gasket is blamed for the problem when they are not actually at fault. While it may be impractical to do anything to the block, you can usually cure the problem by having the heads surfaced and making absolutely certain that you have installed the gasket properly.

All things considered, head gaskets do a remarkable job under very severe conditions. The manufacturers offer a wide variety of gaskets that enables you to tailor deck heights for maximum compression and optimum sealing under any conditions. If you follow careful checking and installation procedures, it's doubtful that head gaskets will ever cause you any grief—and their proper application can reward you with previously unrealized power gains.

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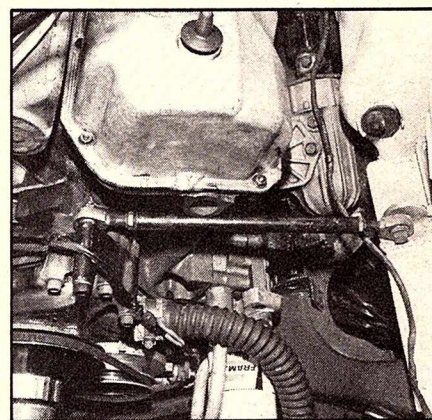
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DAVE WREN S/S

continued from page 86

shifting shafts are used and .050-inch is machined off the tailshaft housing to improve gear alignment. Contrary to common practice, Dave uses the aluminum side cover and hasn't had any problems with it. The shifter is a Hurst Competition Plus unit which Dave modifies by stiffening the rear tower. The clutch is a Chrysler green Pro Stock unit used with a 35-pound Schiefer steel flywheel and a Lakewood bellhousing. When the car is run as an automatic, a Fairbanks 727 Torqueflite with a manual valve body is used, along with a 8½-inch convertor and an external oil cooler. To lessen driveshaft failure, '66 Hemi U-joints are used instead of the stock strap-type joints.

For the engine Dave prefers a '64 or '65 block because they are a little lighter and have harder cylinder walls. The '64 and '65



Wren uses a rod with Heim joints on each end to anchor the left side of the Hemi to the front subframe.

blocks aren't the easiest items to find, so the current block is a '66. Dave checks blocks for straight castings, but this isn't much of a problem since the Hemis were such low-production pieces. The block is cleaned and deburred, squared and checked for deck height, and overbored .060-inch. The cylinders are honed with a J95 Sunnen stone. The left oil passage is blocked, but the right one is left open since it feeds the main bearings.

A Kellogg crank with radiused oil feed holes is used. Dave hand-polishes the crank and checks it for straightness. Direct Connection babbit bearings are used. The rods are stock Hemi rods installed right out of the box with SPS bolts. The pistons are TRW

high-top Hemi pistons that are contoured and cut for valve pockets by Barnett Automotive. Speed Pro Dykes rings are used with .015 end gap. Dave likes to run his engines loose to take advantage of speed rather than reliability. He would rather go fast for 20 runs than make the motor last 100 runs. This means he has to build two fresh motors each winter for spares. The cam is a Crane roller R296-4778-8 with an intake lift of .750 and an exhaust lift of .728. The duration is 296 degrees at .050-inch of tappet lift. Crane pushrods and rollers are used with Chrysler triple springs and Apollo retainers. The springs are set up at 200 pounds pressure on the seat.

Wren does his own head work, which includes sinking the valves to get enough clearance so that the valves don't crash into each other. He does a Chrysler five-angle job which originated on the '64 "K" heads, which use different valve covers and have thinner valve guides in the ports. Smythe of Seattle installs bronze valveguides and machines the inner spring seat flush with the outer spring seat. The guide height is cut down on the spring side for clearance. Champion N64-Y plugs are used with Accel wires.

An Accel coil and ignition kit are used with a Chrysler crank trigger system. The crank trigger uses an MSD control box. The timing is 35 degrees total advance, which Dave leaves alone at the track. The oiling system is made up of a Milodon aluminum pump and swing arm assembly set inside a homemade 10-quart aluminum pan with front and rear baffles.

The induction system consists of a Chrysler magnesium crossram manifold with runners ported by Diamond Engineering. The 765 cfm Holley 3116 carburetors are blueprinted and fuel is supplied by two Holley electric GPH 110 fuel pumps that pump H&H racing gas through braided steel hoses. The fuel pressure regulator is set at 7½ psi. Hooker 2½x32-inch headers with 3½-inch collectors and no extensions are used. Rocket gaskets and a Rocket flex fan are used.

The 3250-pound car has run a best time of 9.85 at 138.88 on a 10.05 index. The car looks to be very competitive if Dave can refine his braking technique for the '77 season. Of course, he could always turn one of his Arrows into a pro car, or he could do something with the '68 Barracuda, or one of the Hemi Cudas, or the Road Runner, or the Duster, or, or, or . . .

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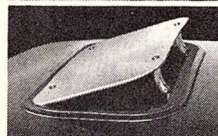
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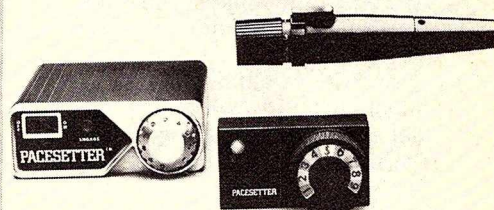
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new products



PACESETTER CRUISE CONTROLS

Pacesetter now has available a complete line of automotive cruise controls. The Pacesetter I (left) was the company's first design which proved to be highly successful in aftermarket sales. The Pacesetter II (center) is designed to be mounted almost anywhere and features a set of fully illuminated controls. The Pacesetter III (top right) fits over the existing turn indicator stem in many cars, and gives fingertip convenience for all controls. For further information, contact: Pacesetter Electronics Co., Dept. CC, 4352 Pickwick Cir., Huntington Beach, CA 92649.



VOLT-OHM-AMP TESTER

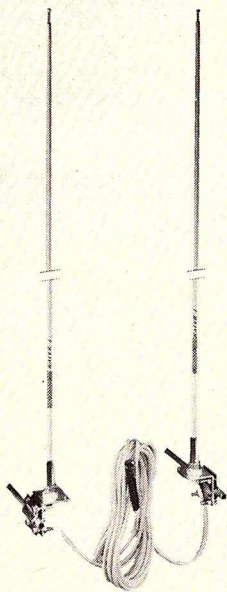
Rite Autotronics Corp. has introduced their new 575 volt-ohm-amp tester. The new unit features a four-position fold-away handle for use as either a handheld tester or a bench unit. The tester is designed to handle over 20 tune-up applications from evaluating electrical systems to testing power windows. The meter can be used to measure 6, 12, 24 and 32-volt systems. The unit also comes with a complete set of operating instructions. For further infor-

mation, contact: Rite Autotronics Corp., Dept. CC, 3485 S. La Cienega Blvd., Los Angeles, CA 90016.



VHT METAL TINTS

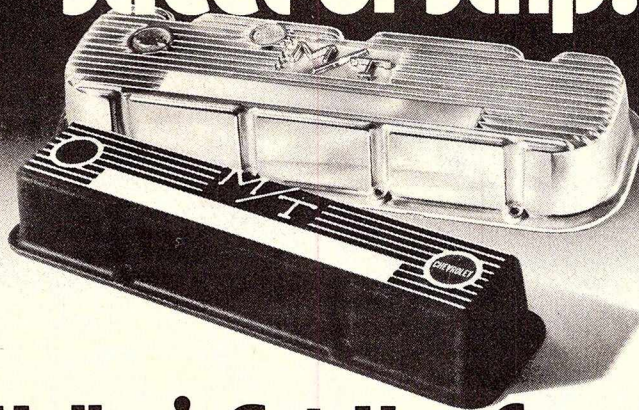
A new metal tinting treatment is now available from VHT. The tints can be used on polished or plated metal surfaces, and come in gold, red, blue and green. For further information, contact: Sperex Corp., Dept. CC, 16131 S. Maple Ave., Gardena, CA 90248.



AVANTI ANTENNA SYSTEM

Avanti is making available a new co-phased CB antenna system consisting of two 4-foot fiberglass antennas. The AV-529 system is designed to work on all 40 channels. On trucks, motor homes and other recreational vehicles it claims a performance increase of up to 25 percent over a single roof-mounted antenna. For further information, contact: Avanti Research and Development, Inc., Dept. CC, 340 Stewart Ave., Addison, IL 60101.

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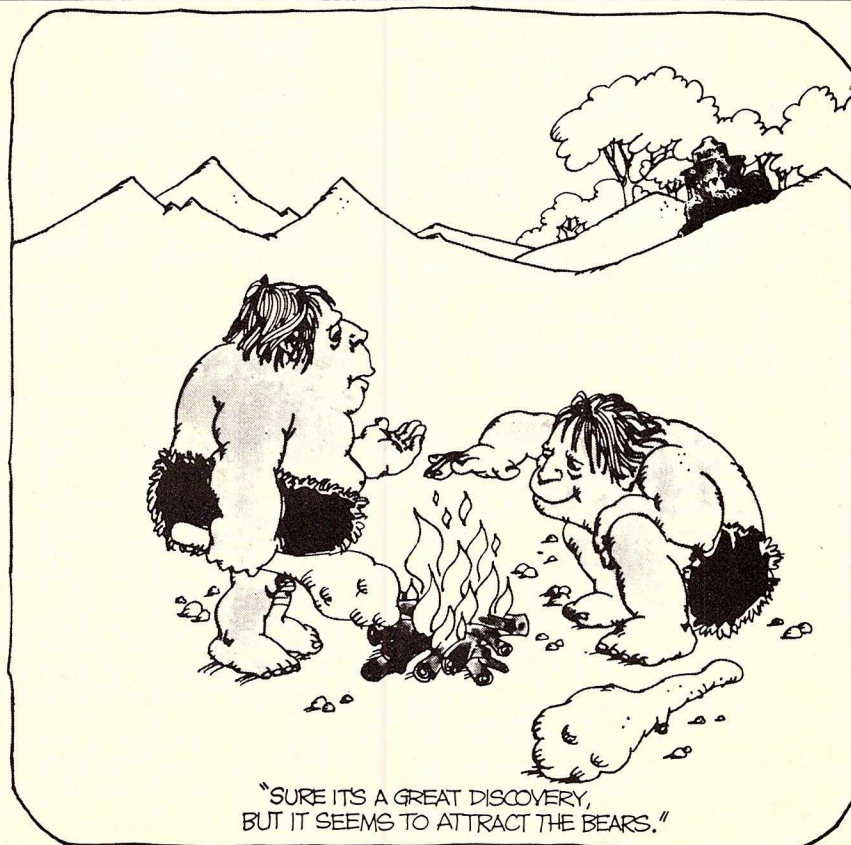


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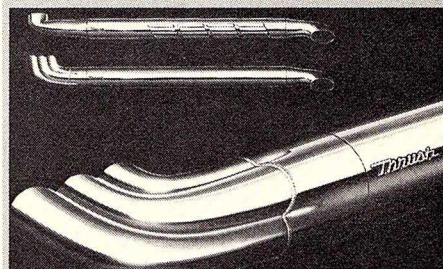


new products



RATCHET TIE-DOWNS

Harwood Performance has announced the release of their new heavy-duty ratchet tie-downs for competitive and recreational use. The loop end will fasten to the rear-end housing, frame or crossmember, while the ratchet hooks to the stationary mount provided with the kit. Lever action is used to tighten the belt which is rated at 6500 lbs. For further information, contact: Harwood Performance Sales, Dept. CC, 1011 S. Jupiter Rd., Garland, TX 75042.



NEW THRUSH TWISTER

Thrush has released a new addition to their line of sidepipes, the Thrush Twister. The Twister is finished in heavy-duty chrome to resist pitting and road damage, and is designed to run cool. For further information, contact: Gidon Industries, Dept. CC, 22 Iron St., Rexdale, Ontario, Canada M9W 5E2.

PINTO V-8 CONVERSION KIT

Hooker Headers is now offering small-block V-8 (302) conversion kits for the Ford Pinto. The conversion requires two motor mount brackets PN 12602, with manual transmission cars also requiring a clutch linkage pivot bracket PN 10942. To complete the system, Pinto headers are available which are designed for use with the other conversion components. For further information, contact: Hooker Headers, Dept. CC, 1032 West Brooks St., P.O. Box 4090, Ontario, CA 91761



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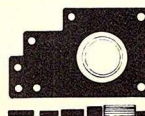
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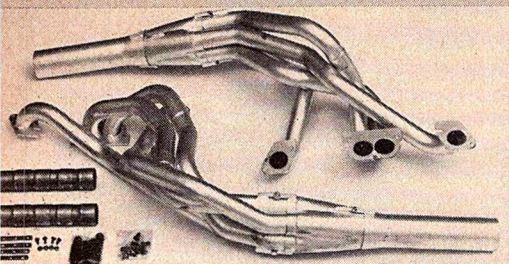
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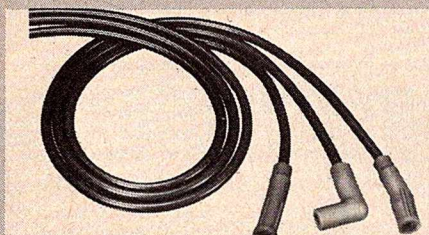
W-2 HEADERS

Ed Hamburger has announced that headers for the new Chrysler W-2 heads are immediately available in 1½ and 2-inch sizes. The mandrel-bent tubes have adjustable primary pipes with removable collectors. The 1½-inch headers are designed for the "A"-bodied series (Darts, Dusters and Demons) and are recommended for all automatic transmission-equipped cars. The 2-inch headers will fit the "A" and "E" bodies (Barracuda, Challengers, Chargers and Satellites) and are recommended for standard transmissions. For further information, contact: Ed Hamburger's Hi-Performance Parts, Dept. CC, 1590 Church Rd., Toms River, NJ 08753.



NEW CRANE CATALOG

The 1977 Crane Cams catalog is now available. The new edition features tables and specifications listings for the Crane line of camshafts and valvetrain components. The '77 catalog also contains an alphabetized Buyer's Guide as well as a complete engine application listing. The catalog is available for \$1.00 from: Crane Cams, 1977 Catalog, Dept. CC, P.O. Box 160-17, Hallandale, FL 33009.



"BLUE MAX" WIRES

Moroso has announced the release of their new "Blue Max" spark plug wire for high-performance use. The new wire is a 19-strand, silver-coated, 29-gauge copper wire composition with a double fiberglass coating and silicone insulation. The wire is available in straight, 90 and 135-degree ends and also 100-foot rolls. For further information, contact: Moroso Performance Products, Inc., Dept. CC, 737 Canal St., Bldg. 23, Stamford, CT 06902.

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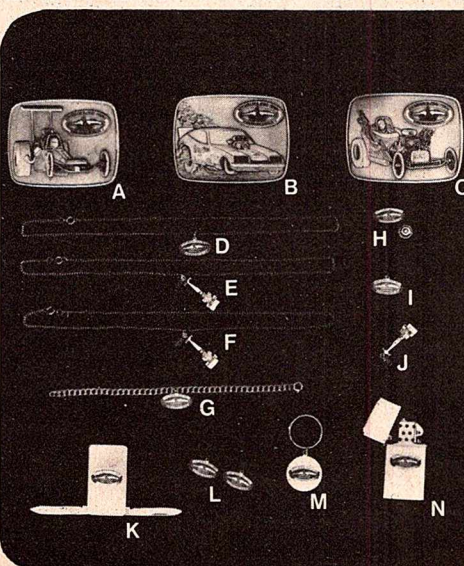
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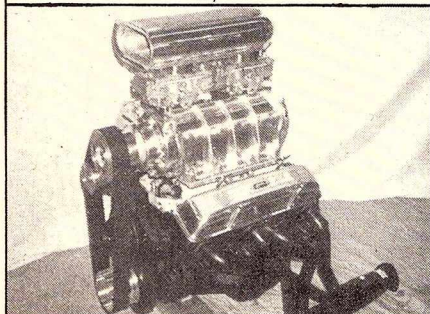
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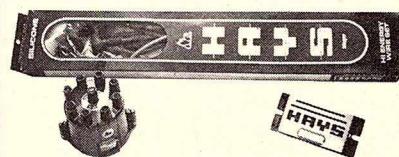
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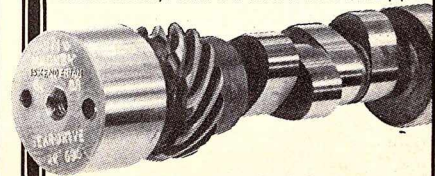
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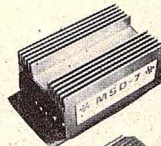
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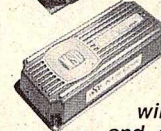
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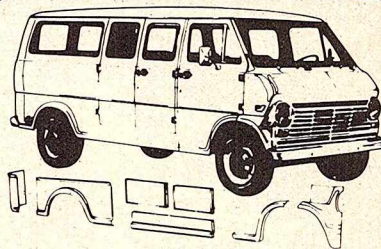
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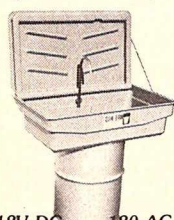
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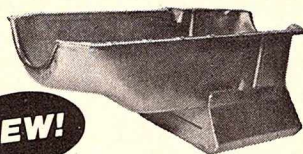
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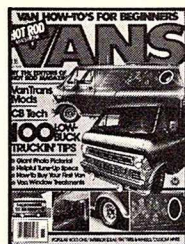
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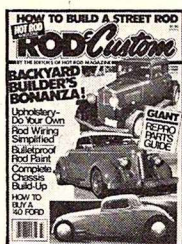
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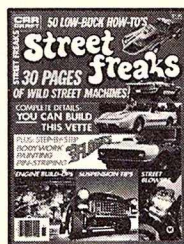
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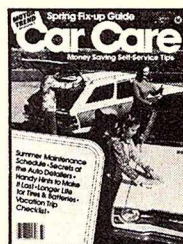
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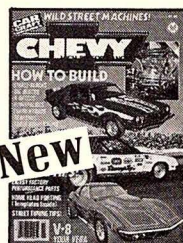
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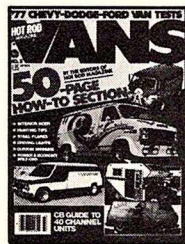
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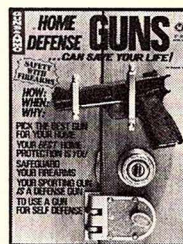
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FAST TALK

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Jon "Henny" Asher, still trying to unload the Jade Grenade.

"What's the matter with Prudhomme's car?" "If I knew that, my name would be on the car as big as his."

Mike Pelliquin, one of The Snake's crewmen.

"When I saw the fire in the firewall windows, I took a quick look around, and since I couldn't see any photographers, I just hit the fire bottles."

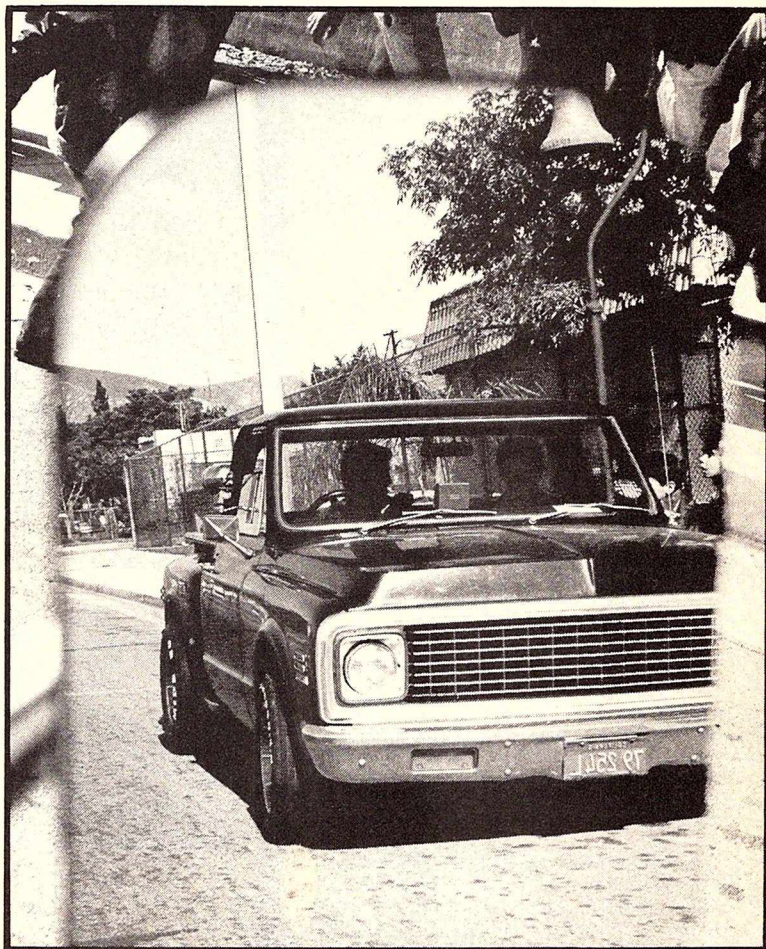
Tommy Ivo, following a qualifying Inferno at Gainesville.

"He's okay folks, he's out of the car, but wait a second, wait a second. Yes, the owner is killing him!"

Jerry Ruth, pretending to be the announcer, after Jerry Boldenow crashed the Moby Dick Corvette F/C at Gainesville.

"Well, it looks like I'm the only one left now."

Corvette driver Tom McEwen, following the same incident.



"It looks like two tires with a car attached."

Super Stock standout Leo Klarr, surveying the 14-inch-wide slicks under his son's Nova.

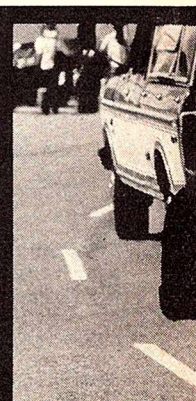
"Pete's gonna drive one—the best part of the act's that you'll be able to hear the screaming over the engine."

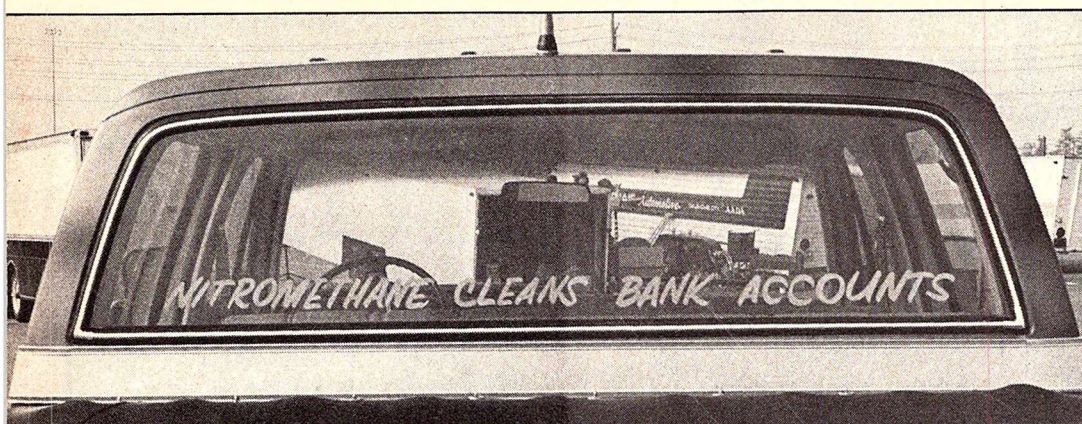
Doorslammer chassis builder Dick Whitman on his partner's love for Funny Cars.

"I don't like good close races. I'd rather win by a landslide."

Bob Lambeck talking about his loss to Jim Stevens at Bakersfield.

"We either gotta un-chop this top or get a shorter driver."

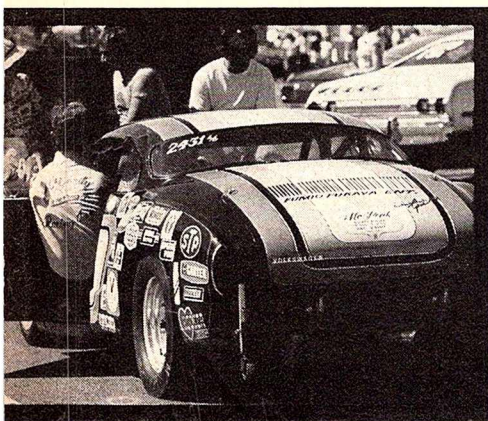




SIGN OF THE TIMES

BURNOUTS

In match race action at **Southland Raceway** in Houma, Richard Tharp in the new Candies & Hughes car defeated Don Garlits three straight with times of 6.31 to 6.55, 6.10 (Low E.T.) to 6.31, and 6.28 to 6.70 . . . The West team put away the East team at the Orange County International Raceway **East-West Team Championships** by a score of 11 to 8. Shirley Muldowney set Low E.T. and Top Speed with a 5.88/240.00 run and Raymond Beadle was the quickest Funny Car at 6.20. Butch Leal astounded the fans in a "no-holds-barred" Pro Stock match race against Ken Dondero in the Gapp & Roush Pinto. Leal's Plymouth Arrow stopped the clocks at 8.19/168.85 to Dondero's losing 8.47/161.87 . . . **New York National Raceway** will be under NHRA sanction this season . . . **Bison Dragway** in Winnipeg, Manitoba, Canada will have an 8-foot oil pipeline running through the property instead of a dragstrip. The strip has been purchased by the Trans-Canada Pipeline Co., Ltd. . . . Ten tracks in the West Central Division will participate in the Division 5 **E.T. Racing Tournament**. The finals will be held on September 10-11 at Interstate Dragways in Fargo, North Dakota . . . The **Race of Champions** held at Sacramento Raceway saw James Warren score in Top Fuel, Ron Colson take Funny Car in the Hawaiian, and Rick Williamson win Pro Comp in the Hairy Canary AA/DA entry . . . Chevy racer **Joe Satmary** was



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etc. BURNOUTS continued

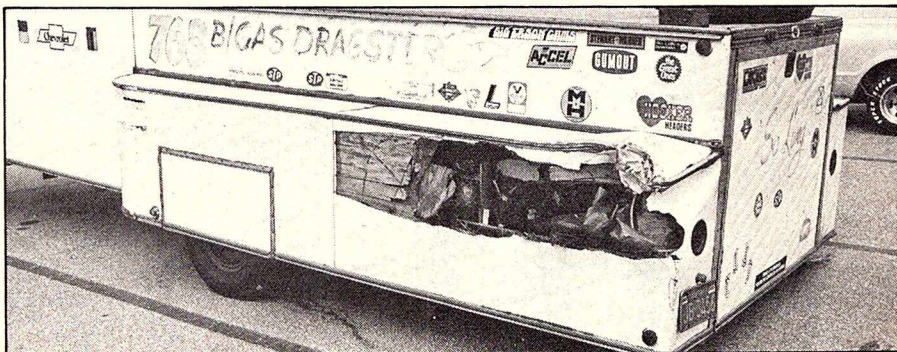
ripped off, losing almost all of his racing equipment. He has posted a \$5,000 reward for the return of said parts... Drag racing in **Scandinavia** will be a step quicker now that Dwight Salisbury's former 5-second Top Fuel car has been purchased by a Swedish racer... **Larry Bargman** has replaced Ken Arnold as Division 5 Tech Director... The prestigious 17th Annual **Carrot Carnival Drag Races** held at Holtville Aerodrome Raceway in Holtville, California was the scene of some tough bracket racing. The winner of Bracket 1 was Al Gonsalves in the Flaming Portagee Anglia. Dale Miller's Camaro took Bracket II and Richard rode to victory in Bracket III aboard his Yamaha... **John Wiebe** has retired from active Top Fuel driving. John was a pioneer in the use of aluminum engines in Top Fuel cars... Ever wonder what professional football players like **Ken Stabler** do in their spare time? Well, the Oakland Raider star is building an A/Econo Dragster powered by a big-block Chevrolet... Even

though **Herm Petersen** sold his car, he will remain active in drag racing as the crewchief of Norm Lane's Top Fuel car... Top Modified racer **Neil Mahr** will be moving up to the Pro Comp ranks with the purchase of Joe Amato's BB/FC Monza. Amato is preparing a new Trans Am Firebird-bodied entry... The final for Top Competition eliminator at **Ardmore Raceway** in Ardmore, Oklahoma was an unusual two-dragster husband and wife showdown. Jerry Mathews, driving a front-engined B/Econo Dragster, defeated his wife Judy who was driving a rear-engined C/Econo Dragster... **McGuire Air Force Base** will see race cars on the runways in '77 as it has received an NHRA sanction... The season opener at **National Trail Raceway** in Columbus, Ohio saw Larry Nelson come out on top of the Super 32 action with his 10-second Nova. Roger Wells won Bracket I, Norman Cruise won Bracket 2, Dave Minico won Bracket 3, and Lance Boyer won Bracket 4. For the overall title Boyer's Plymouth wagon defeated Wells' 'Cuda... In an effort to better sportsman racing in Division I, a group of racers has formed the **NED Sportsman Racers' Association**. Don Witmer was elected President of the group which can be contacted at: NED Sportsman Racers Association, 3574 Oriole Drive, Huntington Valley, PA 19006.



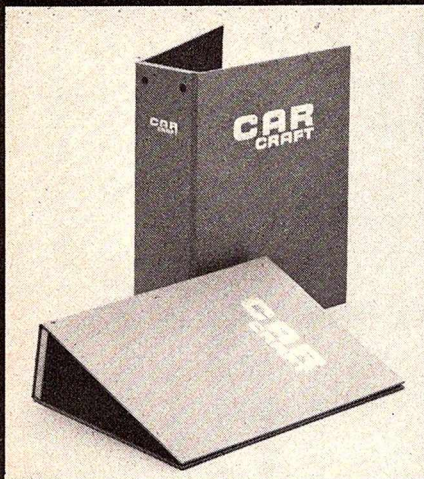
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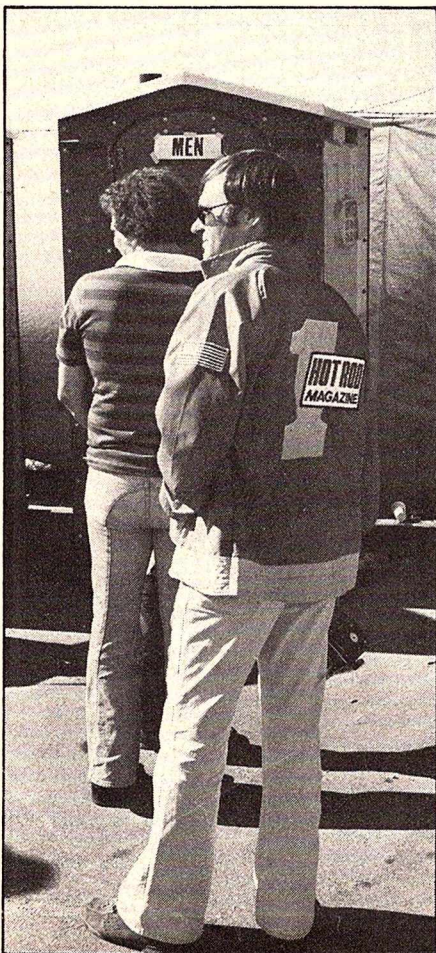
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Sorry S/M (we don't mean Super Modified) fans but this isn't some lurid swingles' want ad. It's just a wholesome plea with another of our cutesy titles. What we really want is up-to-date information about all the car, truck and van clubs in the country. Write to us about what kind of vehicles are in your club and give us your address and a telephone number where one of your duly authorized club officials can be reached. If we know about you, mayhaps, when one of the staff members is off on some high-dollar press junket in your neighborhood, said staffer can also take some photos of your club's finest equipment.

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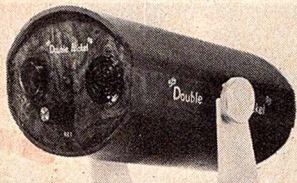
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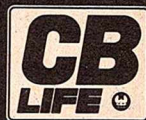
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